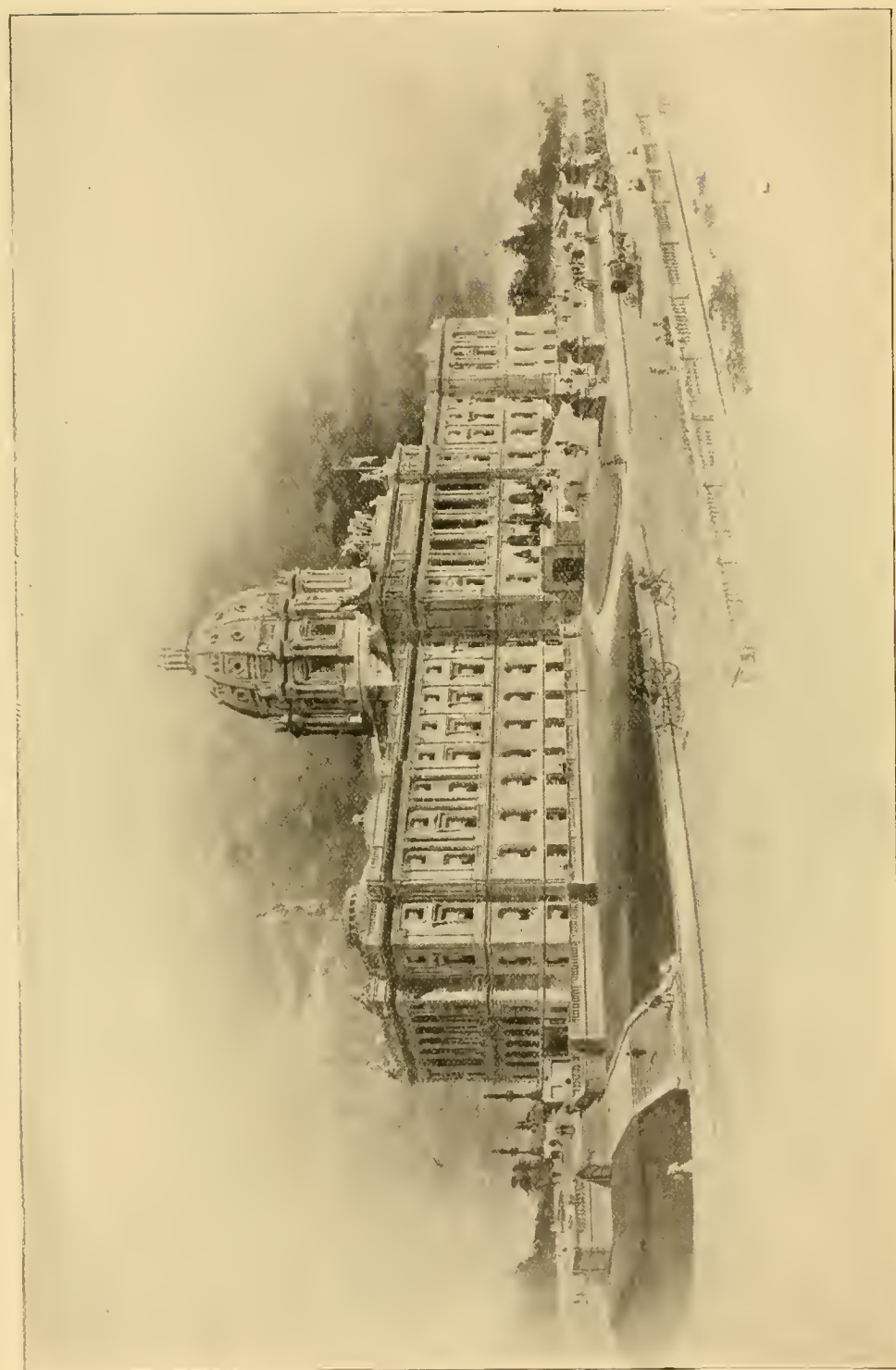


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A
HALF CENTURY
OF
MINNESOTA



THE NEW CAPITOL OF MINNESOTA.

A Half Century of Minnesota

....AS....

TERRITORY AND STATE

A Concise Account of the Principal Events in the
Period of Discovery, Exploration and Settlement,
and During the Half Century
of Territorial and State
Government.

BY HORACE B. HUDSON

Profusely Illustrated

1900

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Introduction.

THE YEAR 1899 closes a half century of organized government in Minnesota. Nine of these years were passed under the territorial administration and forty-one in statehood; but the distinction matters little. In 1849 Minnesota assumed her name and her position among the geographical and political divisions of the United States. In 1849 Minnesota became an entity. Since that time she has had a distinct place in this great country; for fifty years her history has been making and her character and position developing.

And that half century of Minnesota history is well worth preservation. It is worth the while of every person living in the state to be informed as to the main facts in the story of Minnesota. For few if any of the states of the Union have made greater progress in the first fifty years of their organized existence. This progress has been not alone in increased population and material wealth; Minnesota has, in these five decades, looked well to the higher things of life. An educational system has been established which, while not yet perfect, is recognized as admirable in plan and detail and quite wonderful for a state which a half century ago was largely inhabited by Indians. At the head of this system is the University of Minnesota, which is now recognized as ranking among the best institutions of its kind in the country. Supplementing the educational system is a group of excellent libraries which under the stimulating influence of sympathetic legislation and enthusiastic promotion will, it is believed, increase rapidly in the immediate future. Not less significant has been the progress of the religious life of the state. The leading denominations have found a fertile field among a people whose antecedents and traditions make church affiliations and loyalties most natural. It is noteworthy that in several of the foremost denominations in Minnesota there are individual churches which compare favorably in membership, charities and general efficiency with any in the country.

A community which supports schools and churches liberally is usually intelligent, law abiding, honest and patriotic. Such has been found to be the case from the earliest days in Minnesota. From the beginnings of things in the settlements near Fort Snelling the press has been a recognized factor in the life of the people. With the establishment of every village has gone the founding of a newspaper; the people of Minnesota have always been a reading people—a people well informed

on affairs. Such a community, it goes without saying, is public spirited and patriotic. Minnesota was the first to respond to the call for troops to suppress the rebellion. Governor Ramsey made the first tender of a regiment and a Minnesota man was the first to enlist. In these fifty years the state has been singularly free from the unhappy results of lawlessness; there is little to tell, in the history of the state, of riots, lynchings or other outbreaks against lawful authority. It is also true that the state's financial record is clean, the only blot upon its credit—one which seemed almost excusable—having been subsequently obliterated.

Minnesota has developed men who have taken most conspicuous places in the councils of the nation and who have international reputations. Not less respected are her business men who have made the products of the state known around the world, or her farmers who have developed the resources of the soil. Acting together, the public men, the business men, the farmers—all classes of honest workers—have brought Minnesota in fifty years to an honored and prominent place in the sisterhood of states. And yet the wonderful natural resources of the state are but partly developed. But one tenth of the state is under cultivation. The population is a million and a half; if the state were peopled only as densely as Ohio the population would reach seven and a half millions, or more than the present population of New York and New Jersey combined.

Every citizen of Minnesota may well be proud of her past, of her present—and look forward with confidence and pride to her future. And as the mind naturally adapts itself to summing up results and making retrospects at certain fixed periods, the end of Minnesota's first half century seems an appropriate time in which to review the principal events in the history of the state. This is the *raison d'être* of this sketch. There has been no attempt to produce a detailed history of the state; the purpose has been, as may be seen at a glance, to touch briefly upon the important and significant events in Minnesota's history—the events which have affected her career or which have been mile stones in her progress.

Acknowledgements are due to the Minnesota Historical Society whose collections must furnish the basis of all historical work in this state. Through the courtesy of the society several illustrations have been reproduced which have special value as the original engravings of the faces and scenes familiar in early days in Minnesota. The writings of the Rev. Edward D. Neil and Mr. J. Fletcher Williams have also been frequently consulted.—H. B. H.

Exploration and Early Settlement.

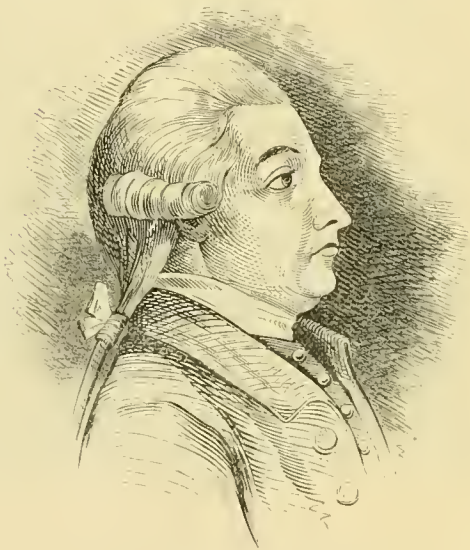
Minnesota in Misty Tradition.

For more than a century after the discovery of America nothing whatever was known of the region about the headwaters of the Mississippi river. During the seventeenth century tales of the wonderful country lying west of the Great Lakes began to reach the eastern settlements and were transmitted to Europe, but for the most part they are so vague and contradictory as to be little better than oral tradition. Canada was at that time a French possession and the earliest exploration towards the west was made by French voyagers—men of energy and action, but ordinarily ignorant and untrustworthy. Their exaggerated reports have little of historical value. Probably the first definite report touching upon the geography of this section was that carried to Quebec in 1618 by Stephen Brule, a fur trader, who heard, from the Indians, of the great lake known afterwards as Superior. Jean Nicollet, another trader, reached Green Bay, on Lake Michigan, in 1634, and learned something of the character of the country lying to the west. According to the most authentic records the first white men to actually set foot on ground now a part of Minnesota, were Medard Chouart and Pierre d'Esprit, known respectively as Sieur Groseilliers and Sieur Radisson, who explored the south shore of Lake Superior and visited the Sioux Indians on a "large inland lake," which was undoubtedly one of the lakes in central Minnesota. Du Luth's explorations in 1679 are quite well authenticated. It was he who named the principal streams west of Lake Superior, and for whom the present city at the head of the lakes was named. In the following year Du Luth ascended the Brule, crossed the divide to the St. Croix and, descending to the Mississippi, met the party sent out by La Salle, which had already penetrated to the Falls of St. Anthony and the Mille Lacs region. The explorations of this party were recorded by Father Louis Hennepin,

a Franciscan priest, who accompanied it; and, though it is now generally conceded that his accounts were untrustworthy, he has been honored in the perpetuation of his name in connection with the large county adjacent to the falls, while the real leader of the party, Michael Accault, has been forgotten.

The Later Explorers.

After Hennepin the explorers came more frequently and their doings are better authenticated. Perrot in 1689 gives the first



CAPTAIN JONATHAN CARVER.

Explorer of 1766.

account of the Minnesota—then the St. Pierre—river. Eleven years afterwards Le Sueur ascended that stream, but, with the exception of some exploration along the Ramy Lake and Lake of the Woods region at the north, little further appears to have been done towards forming a closer acquaintance with the country until 1763, when the Canadas passed into the hands of the British. This caused the first of the many divisions of the territory now comprised in Minnesota which took place be-

fore the state finally assumed its present boundaries. Previous to this time the entire northwest was claimed by France; now that part of the Minnesota of today east of the Mississippi passed into the hands of England, and all west into the possession of Spain. The English made immediate attempts to secure the trade of the Indian trappers, and Jonathan Carver was the first and most noted of the English traders who

Northwest Territory, of Indiana, of Michigan, and of Wisconsin. But for many years it continued to be haunted by English and French traders. The famous Northwest Company was organized in 1783, and in 1798 absorbed its principal competitors and remained for a long time in almost complete possession of the trade of the region west of Lake Michigan. By the terms of the Louisiana purchase of 1803



MAP OF CANADA AND THE MISSISSIPPI VALLEY.

Compiled in France by De Lisle from information furnished by Le Sueur and D'Iberville, the explorers.

explored parts of Wisconsin and Minnesota. Carver's alleged purchase of a vast tract of land, including the site of St. Paul, is still occasionally referred to as furnishing a valid basis for title claims on the part of his heirs. Carver visited the Falls of St. Anthony in 1766. With the successful termination of the Revolution in 1783 that part of Minnesota east of the Mississippi passed into the control of the United States, becoming in turn a part of the

all that part of Minnesota west of the Mississippi became the property of the United States. In 1805 this ground became a part of the territory of Missouri and passed later through the jurisdiction of Michigan, Wisconsin and Iowa. Soon after the transfer of Louisiana from Spain, Capt. Zebulon M. Pike was sent into the region of the upper Mississippi to explore the rivers and expel the British traders. Pike acquired for the government, by treaty with

the Sioux, a tract of land including the present sites of Fort Snelling reservation and the city of Minneapolis, and expelled most of the obnoxious traders or secured their promises of allegiance. But these promises seem to have had little weight, for the British influences continued to make themselves felt until long after the war of 1812. The hard feeling engendered by frequent collisions was heightened by the mistaken efforts of Lord Selkirk, who founded a colony in United States territory on the Red River. Selkirk undoubtedly had the highest of motives, but his misdirected colonization was naturally interpreted as meaning an intention to se-

homes on the Mississippi near Fort Snelling. They were the first to farm the soil of Minnesota, and with true Swiss instincts introduced cattle and dairying, thus laying the foundations for the present magnificent dairy interests of Minnesota.

Military Occupation.

Up to this time there had been no regular exercise of governmental authority in Minnesota. In 1819 that section of the present state east of the Mississippi became a part of Crawford county, Michigan, but there is no record of any exercise of the territorial government's powers. The necessities of the frontier called for military



THE OLD TOWER ON THE BLUFF'S EDGE AT FORT SNELLING.

cure the rich fur trade of the northwest for British interests.

The First Farmers.

To Selkirk, however, belongs the credit for having first demonstrated the possibilities of agriculture in Minnesota. A part of the emigrants whom the misrepresentations of his agents induced to leave their homes in Europe were Swiss from the vicinity of Berne, who were brought to Lake Winnipeg in 1822 by the perilous route through Hudson Bay, and soon became dissatisfied and gradually deserted the Selkirk colony, and some of them sought

control, and this was provided by General Jacob Brown, then at the head of the army, who ordered the establishment of a military post at the confluence of the Minnesota and Mississippi rivers. The order was issued in February, 1819, and during the following summer a military expedition reached Mendota. On September 10th of the following year Col. Josiah Snelling, who had taken command, laid the cornerstone of the fort which has since borne his name. Fort Snelling became the emblem of the authority of the United States government, and the presence of troops at the

station undoubtedly had a salutary effect upon the Indians.

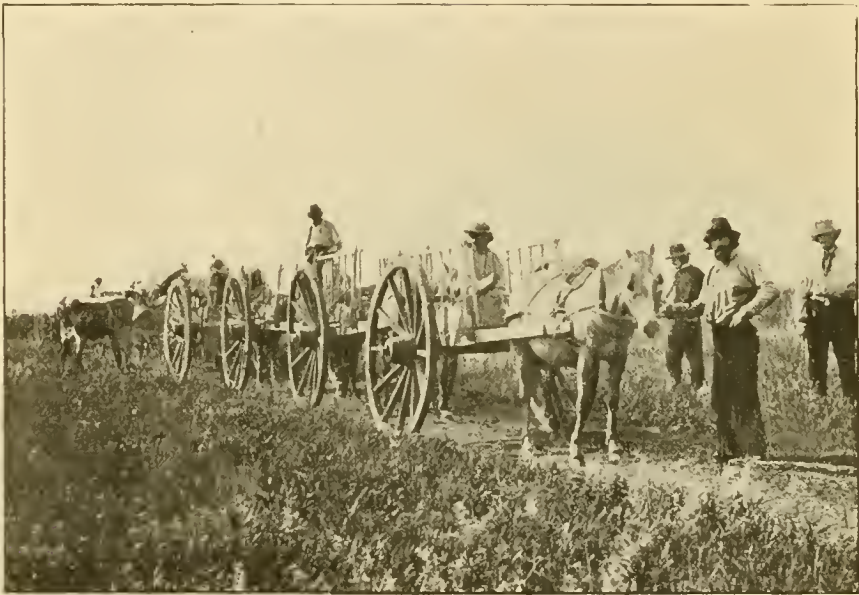
Agency System Introduced.

With the introduction of military power came the system of managing the Indians through the so-called "Indian agent." The first person to hold this position in what is now Minnesota was Lawrence Taliaferro, who was appointed by President Monroe in 1819, and who became one of the striking figures of early Minnesota history. He was a veteran of the War of 1812 and an officer of the regular army when appointed Indian agent. Even at this early date the Indian question had become a troublesome one. There were occasional outrages perpetrated upon the

wheels were installed and wheat and logs were converted into flour and lumber. The old mill at the Falls of St. Anthony, which was a landmark during the earlier days of Minnesota, was built to provide supplies for the fort, and was constructed by the soldiers. At first it produced only lumber, but was afterwards fitted up with mill stones sent up from St. Louis. The only wheat to be ground was that raised at Fort Snelling. Later when the improvement of the Falls of St. Anthony was undertaken on a more extensive plan, the old mill was useful in supplying the lumber needed for the dam and mill frames.

Beginnings of Commerce.

Commerce began in Minnesota when



RED RIVER CARTS ENROUTE.

The earliest form of overland transportation in the Northwest. These carts were used to ship furs from the Northwest Territories to St. Paul and were loaded with merchandise for the return trip. This photograph was taken in 1862.

whites and constant feuds between the Ojibways and their hereditary enemies, the Dakotahs. It required the training of an army officer and the wisdom and courage of a veteran to deal successfully with them. From all accounts Taliaferro handled the savages as well as could be expected, and he retained the confidence of the government during his long service, which extended to 1840.

The First Mill Wheels Turn.

Manufacturing began in Minnesota in 1821. True, it was on a very meagre scale and not on a commercial basis; but water

the first French explorer bartered with the Indians for furs, giving in exchange some worthless trinkets which had rare value to the savage mind. This sort of traffic became quite extensive before the end of the eighteenth century, and was of sufficient importance to warrant the establishment of the Northwest company soon after the Revolution. But until 1823 the business was confined to such means of transportation as the Indian canoes or the bateaux or Mackinaw boats of the traders. When, on May 10th, 1823, the steamboat Virginia arrived at Fort Snelling and heralded her approach with a blast from her whistle

which terrorized the waiting assemblage of Indians, a new era in the commerce of the Northwest was opened. The little Virginia—just 118 feet in length—was the fore-



MRS. CHARLOTTE O. VAN CLEEVE.

Identified with Minnesota since 1819, when she came to Ft. Snelling, the baby daughter of Lieut. Clark.

runner of a great fleet of river steamboats which brought immigrants and supplies to the rapidly developing country about Fort Snelling, and which, after a while, commenced to take something back to the southern markets besides the furs brought in by the Indian hunters. For many years the bateaux and the famous Red River carts remained the only means of transportation into the woods and prairies north and west of Fort Snelling, and it was not until after the war, when railroad building commenced in earnest, that the commerce of the state began to take on such character as to give it importance in the business world.

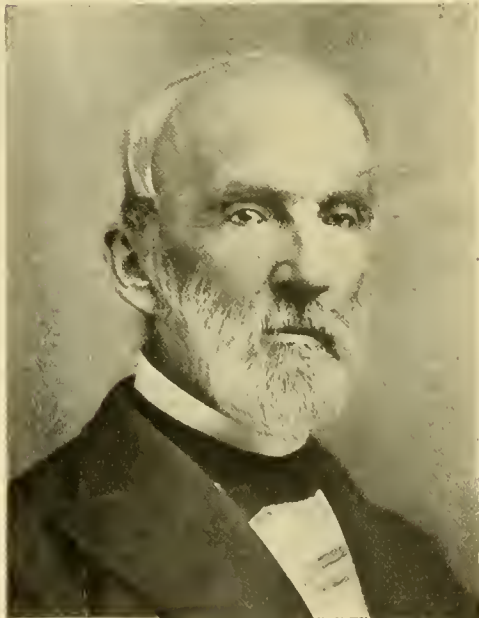
The Church and Early Missions.

The first organization for religious work in Minnesota was a Sunday school established at Fort Snelling in 1823 by Mrs. Snelling, the wife of the commandant, and Mrs. Clark, wife of Capt. Nathan Clark, and mother of Mrs. Charlotte O. Van Cleave. Some six years later were made the first investigations looking to the establishment of missions among the Indians. In the conduct of this examination Rev. Alvan Coe, a Presbyterian clergyman, arrived at Fort Snelling on Septem-

ber 1st, 1829. He was the first Protestant clergyman to enter the territory. The first mission among the Indians was founded at Leech Lake in 1833 by Rev. W. T. Boutwell, a commanding figure for many years in the religious life of the territory. Samuel W. and Gideon H. Pond arrived at Fort Snelling in the following spring, and became prominent in the early missionary and educational work among the Sioux. Not a year later Rev. Thomas S. Williamson, a missionary of the Presbyterian and Congregational denominations, was instrumental in founding the first church in Minnesota—a Presbyterian church of 22 members. Rev. J. D. Stevens, who had come out with Mr. Williamson, became its pastor. For years it had no other place of worship than a room in the Fort. Dr. Williamson and Mr. Stevens founded two mission stations, one at Lake Harriet, now a part of Minneapolis, and one at Lac qui Parle, on the Minnesota river. Within a few years from this time many missionary efforts developed. The noted Rev. S. R. Riggs arrived in 1837.

The First Magistrate.

The law followed hard upon the church—but in a very crude and uncertain man-



HENRY H. SIBLEY.

First Governor of the State of Minnesota. 1858-1860.

ner. In 1835 or 1836 Henry H. Sibley, who had settled at Mendota, received a commission from the governor of Iowa, as justice of the peace. His jurisdiction

extended from below Prairie du Chien on the Mississippi river to the British possessions on the north, and from the Mississippi river west to the White river. Mr. Sibley in later days told many interesting experiences in the administration of frontier justice. His position was such that he had almost unlimited power, and the exigencies of frontier life made it necessary for him to use a large discretion.

In Mr. Sibley the coming state made an invaluable acquisition. He came to Mendota in 1834 as the agent of the American Fur Company, and two years later built there the first stone houses in the state, one a residence and one a warehouse. From this time he became a leader in all

Schoolcraft and Nicollet.

During the thirties came the last of the explorers. Henry R. Schoolcraft, in 1832, explored the sources of the Mississippi river and is entitled to the honor of having first traced the great river to its head and brought the facts to the attention of geographers. It was Schoolcraft who gave the name Itasca to the main lake in the basin from which the Mississippi takes its course. Schoolcraft's work was verified by Jean N. Nicollet in 1836. Nicollet made much more careful examinations and surveys, and may be said to have put into scientific form the discoveries of his predecessor. It was this Nicollet and not the trader of the



From Neill's History of Minnesota.

the affairs of the young community, and later was called upon to serve the territory and state in the highest positions in the gift of the people. It has been well said of him that for many years the history of his life was the history of Minnesota. Though a lawyer, Gen. Sibley never practiced his profession, though he did hang out his "shingle" when he first settled at Mendota, thus acquiring the distinction of being the first lawyer of Minnesota.

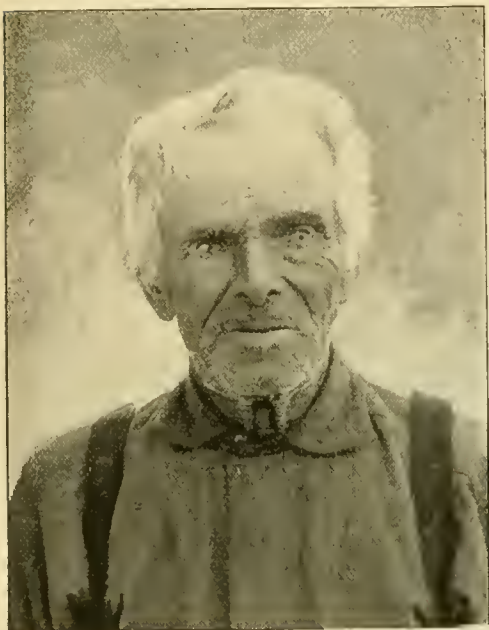
It was not until 1847 that a term of court was held within the present limits of Minnesota. This was at Stillwater. In 1848 the first court house was erected by the people of Stillwater.

seventeenth century, whose name has been perpetuated in the nomenclature of Minnesota.

Gov. Dodge's Treaty.

Jurisdiction over the wilderness about the upper Mississippi river had shifted many times during the period of later exploration. In 1834 that part of the region west of the Mississippi became a part of Michigan, being separated from Missouri for that purpose. But with the organization of Wisconsin territory in 1836 everything west of the river was made a part of Iowa territory. These changes signified but little, for the great country west and

northwest of Fort Snelling was almost unknown and was commonly spoken of as "The Indian Country." There were few settlers, and these held their claims with-



CHARLES PERRET.

The oldest living Minnesota pioneer.

out authority. But in 1837 Gov. Dodge, of Wisconsin, acting as a government commissioner, made a treaty with the Ojibways by which they ceded their lands east of the Mississippi, and during the same year a similar treaty was effected with the Dakotahs.

With the expectation that this treaty would be ratified by congress and that settlers would thus secure the right to patents for their lands, a steady movement of immigration set in even during the last months of 1837.

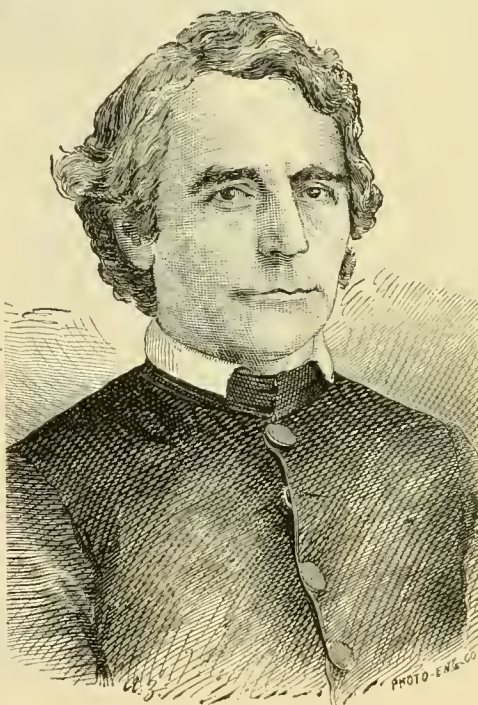
Cities in Embryo.

It had seemed probable that Mendota, or St. Peters, as it was at first called, would be the site of the first city in Minnesota. Here Sibley and Faribault established their trading posts and here the first permanent buildings outside of Fort Snelling were erected. But the earlier opening of the territory east of the Mississippi to settlement changed the course of events. Only on that bank of the river was it possible to obtain title to government land. So, in the spring of 1838, when the news of the treaty with the Indians arrived, Pierre Parrant, a worthless scamp who had been idling about Fort Snell-

ing for several years, hastened across the river and staked out a claim just outside the reservation—a vantage point where he could without molestation sell whiskey to the Indians and the passing traders. His cabin was the first to be built in what afterwards became St. Paul.

Simultaneously, but with far different motives, Franklin Steele built the first hut in St. Anthony—the beginnings of the city of Minneapolis. Mr. Steele had recognized the value of a claim adjacent to the magnificent water power of the falls, and made a night march from Fort Snelling, succeeding in forestalling an equally enthusiastic but not as energetic competitor.

Parrant's claim was soon surrounded by others, and in time the hamlet became known as Pig's Eye. Abraham Perret, one of the Swiss settlers from Selkirk's unlucky colony, was the second to establish himself near Parrant. Benjamin and Pierre Gervais, Rondo and others of the very early settlers in St. Paul, were also of this colony, and had been living on the reservation since 1827. Charles Perret, or Perry as he is known, the oldest son of Abraham Perret, is undoubtedly the oldest



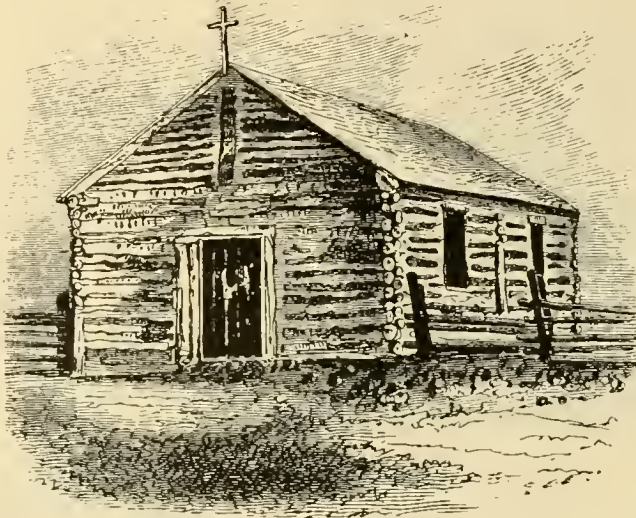
REV. LUCIEN GALTIER.

Builder of the chapel which gave a name to St. Paul. living Minnesota pioneer. He still resides near Lake Johanna in Ramsey county, and is now 83 years of age.

Mrs. Charlotte O. Van Cleve, however,

came to Fort Snelling in 1819, the baby daughter of Lieut. and Mrs. Nathan Clark. Her father being an army officer, made no settlement in Minnesota, and it was not until 1856 when Mrs. Van Cleve returned to Minnesota with her husband and settled at Long Prairie, that she became a permanent resident. As she spent her childhood at Fort Snelling, her reminiscences of early times in Minnesota are of the deepest interest.

down the river and staked out a claim and built a cabin at Marine. Early in the next year a saw mill was built. These were the beginnings of the settlement of the St. Croix valley. Stillwater was laid out in 1843. The proprietors of the town site, John McCusick, Calvin Leach, Elam Greeley and Elias McKean, at once began to erect another saw mill. Joseph R. Brown, a man famous in the early history



CHAPEL OF ST. PAUL.

Built by Father Galtier in 1841. It gave a name to the capital city of Minnesota.

In 1841 Rev. Lucien Galtier, a Catholic priest, erected a chapel in the village and dedicated it to Saint Paul, thus supplying the name of the future capital of the state.

The first cabin was built at the falls of the St. Croix in the autumn of 1837, and the next year a saw mill was erected. Early in the winter of 1838 Jeremiah Russell and L. W. Stratton, who had been interested in the St. Croix Falls settlement, walked

of Minnesota, had already made a claim near, and took an active part in the development of the St. Croix valley. He had come to Minnesota with the troops in 1819, but in 1825 left the army and engaged in trade. He was the first man to raft Minnesota lumber. Brown took a prominent part in territorial political life, and was at one time state territorial printer. In many ways he was the typical Minnesota pioneer.



The Territory.

1849-1858.

The Stillwater Convention.

For several years previous to the actual creation of Minnesota Territory it was evident that some such organization was destined to be formed; for the enabling act under which Wisconsin became a state defined the western boundary at the St. Croix river and left a large section of what had been a part of Wisconsin territory entirely outside of any state or territorial boundaries. This was the condition of all that part of the present Minnesota lying between the Mississippi and St. Croix rivers. It had formed a part of St. Croix county, Wisconsin. This is the only instance remembered in which a part of a state or territory had been dropped out of its original connection to be left for a time without any form of government. The section thus left adrift by congress contained most of the population of Minnesota. There were the villages of Stillwater, St. Paul and St. Anthony, and a good many scattered settlers along the two rivers. Immediately upon the passage of the enabling act for Wisconsin an attempt was made to secure the organization of a territory to be called "Minnesota," but the bill failed of passage. For two years the people of Minnesota continued their agitations. These culminated in the summer of 1848 in the famous Stillwater convention, which was attended by such men as General H. H. Sibley, Franklin Steele, Morton S. Wilkinson, David Lambert, William D. Phillips and Henry L. Moss. There were no formalities of credentials; the people simply came together to take some action. With entire unanimity the convention adopted a petition to congress praying the organization of Minnesota Territory. Gen. Sibley was delegated to visit Washington and present the petition. It was Sibley who urged the name "Minnesota," and he was subsequently successful in maintaining this selection against arguments in favor of other names, made in congress. It was at this

convention that the famous agreement was first proposed by which St. Paul was to become the capital of the proposed state, while Stillwater was to have the penitentiary and St. Anthony the university.

Wisconsin Territory Again.

Shortly after the Stillwater convention some one advanced the theory that the organization of the state of Wisconsin from



ALEXANDER RAMSEY.

First Governor of Minnesota Territory, War Governor of the State, U. S. Senator and Cabinet Official.

a part of the territory of Wisconsin did not disorganize the remainder of the original territory, and after due consideration a territorial government was revived and Gen. Sibley duly elected as delegate to congress. He went to Washington in a dual capacity—as a representative of a territory having a very doubtful claim to recognition and as a delegate from a mass convention. Claiming a seat under the first

of these characters, Gen. Sibley found himself precipitated into a warmly contested fight, which ended, however, after some weeks, in his admission to congress; that body thereby establishing the precedent that "the division of an organized territory and the admission of a part as a state into the Union, does not annul the continuance of the territorial government over the portion remaining."

Minnesota Territory Organized.

Gen. Sibley's fight for a seat in the house of representatives brought so clearly before the members the actual state of affairs in the northwest that there was no further active opposition to the creation of a new territory, and on March 3d, 1849, the organic act was passed. But for more than

tory and state; who was to serve Minnesota in many honored positions; who was to take an active part in the affairs of the nation and who, surviving many of his contemporaries, was to live to see half a century of Minnesota's progress and rejoice in the wonderful development which has taken place in the span of one man's active life. This was Alexander Ramsey, who was a practicing lawyer in Harrisburg, Pa., when he was appointed governor of Minnesota Territory by President Taylor. Within four days after his arrival in Minnesota he issued a proclamation declaring the territory duly organized. The other officers were: C. K. Smith, of Ohio, secretary; A. Goodrich, of Tennessee, chief justice; D. Cooper, of Pennsylvania, and B. B. Mecker, of Kentucky, associate jus-



A HISTORICAL BUILDING.

The Central House, St. Paul, where the first Minnesota Territorial Legislature met. It was erected in 1849, at the corner of Minnesota and Bench Streets.

a month the people of the new territory were in ignorance of the success of their plans. In those days the Mississippi river was the only route from the east and, as now, the Mississippi was solidly frozen until well along in the spring. On April 9th the first steamer of the season to force its way through the ice, rounded the bend below St. Paul, and by repeated blasts of its whistle announced the news that Minnesota had come into being.

Governor Ramsey's Arrival.

On May 27th, 1849, there arrived at St. Paul a man who was to have a very large part in shaping the career of the new terri-

tices; Joshua L. Taylor, marshal; and H. L. Moss, United States attorney. Another proclamation soon afterwards divided the territory into three temporary judicial districts and assigned the three justices among them.

The First Term of Court.

Judicial proceedings under the territorial government commenced with the holding of a term of court at Stillwater by Chief Justice Goodrich during the second week of August, 1849. On this occasion nineteen lawyers were present to take the oath as attorneys, and of this number only one, Henry L. Moss, of St. Paul, has survived

to see a half century of Minnesota decisions.

The First Legislative Session.

Gov. Ramsey, as soon as possible, ordered a census as the basis for an apportionment and an election for the purpose of choosing members of the territorial legislature and a delegate to congress. The election was duly held on August 1st of that year, and the legislature, composed of 27 members, assembled on September 3d. In the absence of any capitol this first session of a Minnesota legislature was held in the Central House, the first hotel in St.

Minnesota in 1849.

A map of the Territory of Minnesota when its government was organized would have been in strange contrast to the map of 1899. The eastern, southern and northern boundaries were much the same as now, but on the west the territory extended to the Missouri and White Earth rivers, thus including much of the Dakotas. So much of this vast region was unknown that the lines of lakes and rivers could only be put on at random. Of railroads there was, of course, none. If correctly filled out the map would have shown a town at Stillwater of about 600 people.



THE OLD MILL NEAR SHAKOPEE.

Built by Gideon Pond, the Missionary to the Indians near the old Mission House.

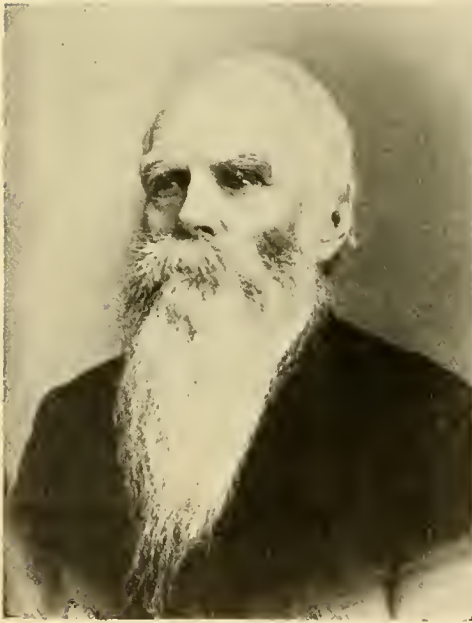
Paul. It was a plain two-story building which had just been erected at the corner of Third and Exchange streets. The secretary and the representatives found accommodations on the first floor, while the council, of nine members, met in a room above. At this first legislative session the territory was divided into judicial districts and nine counties were created. Gov. Ramsey's message gave much good advice as to the shaping of the affairs of the new territory. One of the acts of the session was the incorporation of the Historical Society of Minnesota.

Along the St. Croix were also the villages of Marine and Lake St. Croix of about 200 inhabitants each. Little Canada and St. Anthony together had about 575 people and Mendota 122. These were almost the only towns in the territory. There was a trading post at Wabasha credited in the crude census taken by the sheriff (as provided in the organic act) with over a hundred people. In the same way "Crow Wing and Long Prairie" were said to have 350 people; Osakis Rapids, 133; Snake River, 82; Crow Wing (again), 174; Big Stone Lake and Lac qui Parle, 68; Crow

Wing, east side, 70; Red Wing, village, 33, and so on. It is feared that this census of 1849 was as liable to criticisms as some of a later date. There are evidences that half-breeds, temporary French traders and possibly Indians were counted in to make a favorable showing. Fort Snelling was given 38 people and "soldiers, women and children in forts" were numbered as 317. Pembina was credited with a population of 637, and along the Missouri river 86 settlers were enumerated, though it is not at all probable that any census taker visited that distant part of the territory. But whatever its inaccuracies, this first census of Minnesota served its purpose—that of providing a basis of representation in the territorial legislature, and incidentally, of advertising the new territory to the world. However, more potent advertising forces were at hand.

Advent of the Press.

Minnesota's pioneer journalist was James M. Goodhue, who arrived at St. Paul on April 18, 1849, scarce a week after



COL. JOHN H. STEVENS.
Minneapolis pioneer and life long patron of
agriculture.

the news that the territory had been created. Goodhue was a lawyer, but had been editing a paper at Lancaster, Wisconsin. When he heard that Minnesota had been made a territory, he packed his plant and took the first steamer for St. Paul. Ten days after his arrival he issued the first number of "The Minnesota Pioneer."

About the same time Dr. A. Randall and John P. Owens issued at Cincinnati the first number of "The Minnesota Register," dating it "St. Paul, April 27, 1849." It therefore bears date one day earlier than Mr. Goodhue's paper, but as it was not printed in Minnesota, Mr. Goodhue's title to being the first newspaper publisher in the state remains clear. "The Register" was moved to St. Paul and the second number was gotten out on July 14 by McLean & Owen. James Hughes reached St. Paul early in June and started "The Minnesota Chronicle." After a few weeks it became evident that the young town could not support so many papers, and the "Chronicle and Register" was the result of the first newspaper consolidation in Minnesota. Notwithstanding this experience, "The Minnesota Democrat," conducted by Daniel A. Robertson, made its appearance in the following December. In the spring of 1851 Isaac Atwater commenced the publication of "The St. Anthony Express," the forerunner of many later newspaper ventures in Minneapolis. The first paper to be published west of the Mississippi river in Minnesota was "The Glencoe Register," founded by Col. John H. Stevens. Goodhue's press, on which the Pioneer was first printed, was the same first used in the office of "The Dubuque Visitor," and is said to have been the first printing press ever used west of the Mississippi river and north of the Missouri.

The Original Counties.

One of the first acts of the first territorial legislature was the division of the territory into counties. Washington, Ramsey and Benton counties were instituted from the country east of the Mississippi. This was the only part of the territory which had been ceded by the Indians, and contained the bulk of the meagre population. Stillwater was made county seat of Washington, St. Paul of Ramsey (which included St. Anthony), and a site was selected for the county town of Benton, which afterwards became Sauk Rapids. The other counties were Dahkotah, Wah-natah, Wabashaw, Pembina, Itasca and Mankato. Mendota was the county seat of Dakotah county, Wabashaw of the county bearing that name, and Pembina of the northwestern county, which was as large as several good sized states. The other counties did not at first have any local organization. County elections were held on the fourth Monday of November.

Party Organization Appears.

There had been some politics in the creation of Minnesota territory, but up to this time there had been no party organization. The first legislature was chosen without much regard to old party lines. But during its session the first democratic caucus in Minnesota was held at the house of H. M. Rice in St. Paul. At this meeting it was determined to hold a state convention and perfect organization, and in the following month the convention was duly held in the American House. It does not appear that politics—along national party lines—cut much figure in the management of the territory. The only participation which the territory had in the affairs of the nation was through a delegate to congress, who, of course, had no vote in that body. At the election of a delegate in 1850 the close vote between H. H. Sibley and A. M. Mitchell was not divided along party lines at all, but was based entirely upon personal preferences. Gen. Sibley was elected by a vote of 649 to 559. The territorial legislators were all chosen, according to the best authorities, largely on local issues rather than party divisions. It was not until 1855, when the Republican party was organized, that political contests became animated.

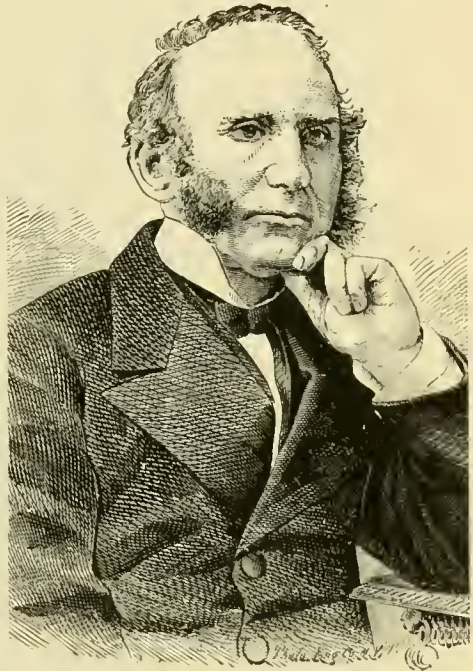
The Tri-Partite Agreement.

At the second session of the territorial legislature, which opened on January 1st, 1851, the famous division of the three institutions—the capitol, the penitentiary and the university—between St. Paul, Stillwater and St. Anthony, took place. There had been an understanding to this effect at the Stillwater convention of 1848, but the arrangement was not completed without considerable manifestation of feeling.

Foundations of an Educational System Laid.

The first schools in Minnesota were those taught by missionaries among the Indians. As the white population increased and the need of the settlements became apparent, desultory attempts at private education were made, but the first organized schools were taught by teachers sent out in 1847 and 1848 by the National Popular Education Society. Miss Harriet E. Bishop opened the first school room in St. Paul; Miss Amanda M. Hosford commenced teaching in 1848 at Stillwater, and Miss Elizabeth Backus in 1849 at St. Anthony. Other ladies were sent

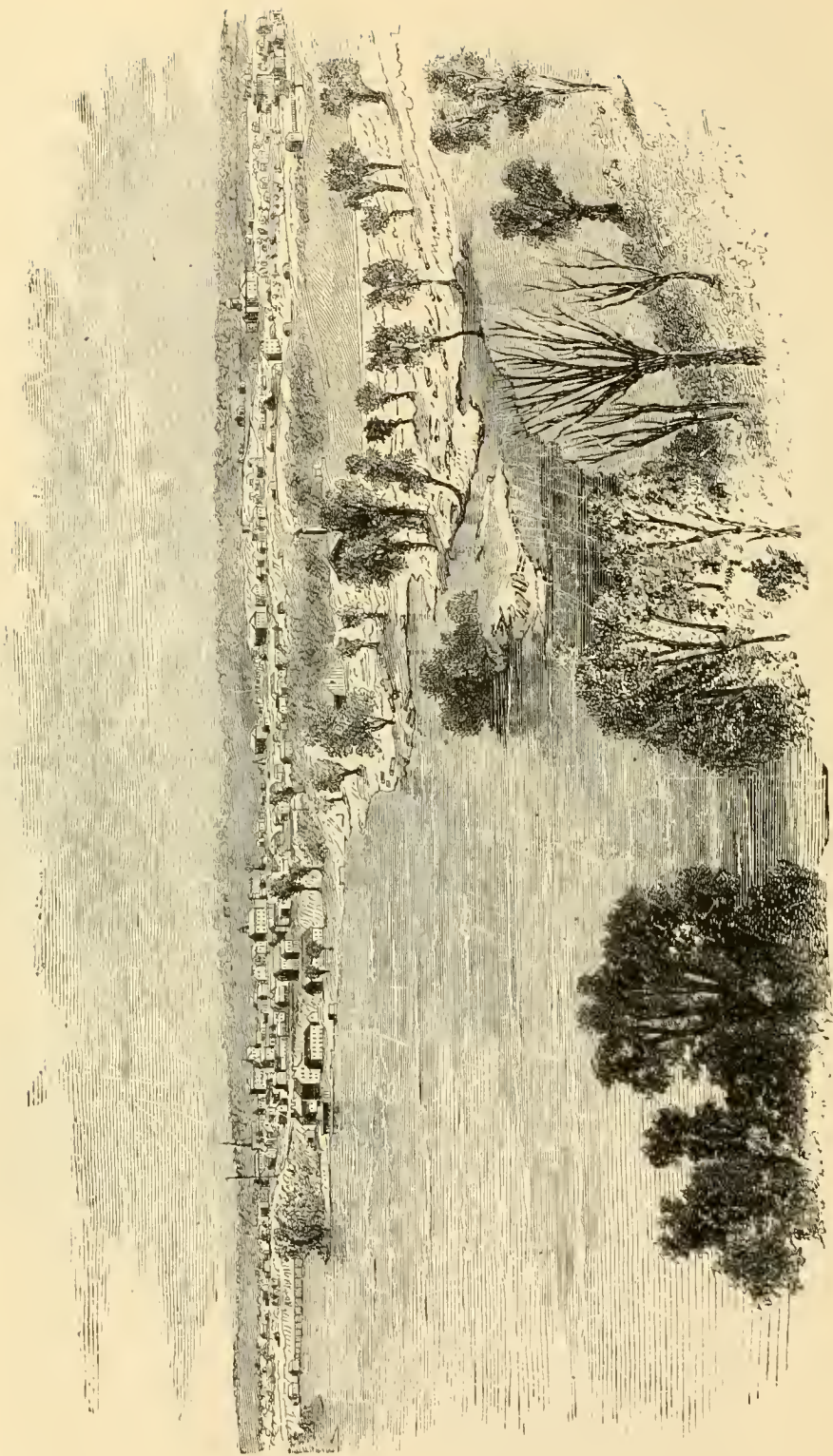
out by the same society, and they were retained in most instances after the school system was established, upon the recommendation of Gov. Ramsey, by the territorial legislature in 1849. Under the organic act of Minnesota two sections in each township were reserved for the school system. This very wise provision and the subsequent wisdom displayed in the management of these school lands have combined to greatly assist in the development of the school system. Rev. E. D. Neill was appointed territorial superintendent of schools in 1851, and through his excellent



REV. EDWARD D. NEILL.
Clergyman, Educator, Historian.

services during two years in office, added largely to the debt which Minnesota owes him as a leader during the formative period. His efforts in behalf of education, the church, libraries and historical research made a strong impression on the developments in the higher life of the state.

It is to the credit of the pioneers of Minnesota that an institution of higher learning was contemplated in the earliest days. With whom the suggestion originated is not a matter of record, but at the time of the Stillwater convention, in 1848, it appears to have been the general understanding that the coming state was to have a university. In pursuance of the general understanding, Gov. Ramsey recommended in his message to the second territorial legislature that a university be established,



SAINT PAUL IN 1851.
By courtesy of the Minnesota Historical Society

and a bill creating the institution was introduced by J. W. North, of St. Anthony, and shortly became a law. There was no appropriation carried by this act, and the first board of regents found itself without means to establish the work proposed. But a memorial to congress had been passed, and in the following year two townships were reserved for the uses of the institution. As there was little prospect of realizing upon this grant immediately, Franklin Steele, in 1852, presented the regents with a block of land near the present site of the Minneapolis exposition building, and erected a two-story frame building which was to be used as a preparatory school for the university. With cheerful optimism, it was believed that by the time any students were "prepared," the university itself would be ready to receive them. This preparatory school was opened by Rev. E. W. Merrill. But it soon became evident that the site was unsuitable for a permanent university, and the present campus was acquired by gift and purchase in 1854. In 1856 the first building was commenced, but its completion was prevented by the financial panic of 1857, and remained an unfinished undertaking until after the war.

Libraries were instituted in Minnesota contemporaneously with schools; two such organizations were authorized by the first session of the territorial legislature. One of these, the St. Anthony Library Association, was undoubtedly the first circulating library in Minnesota. It commenced with a collection of 200 volumes in the fall of 1849, and under its auspices a series of lectures were given during that winter. The Minnesota Historical Society, the main purpose of which was the collection of a historical library, was organized on November 15, 1849, with Gov. Ramsey as president and Charles K. Smith as secretary. There is no record of any rooms occupied by the society until 1855, when a room was obtained in the capitol building, but it is known that the collection of books and manuscripts commenced shortly after organization.

The organic act of Minnesota territory appropriated \$5,000 for a state library to be maintained for the use of the state officials. This library was organized in 1851. For many years its purpose has been simply to provide law books and periodicals and public documents. No attempt has been made since very early days to maintain a general library.

The Minnesota Valley Opened.

Since the days of Carver and Le Sueur longing eyes had been looking towards the beautiful valley of the St. Peter river, but only the hardiest of the pioneers dared venture into this country which the fierce Sioux still claimed as their own. With the exception of the missionaries living at Shakopee, Traverse des Sioux and Lac qui Parle, a few traders and possibly an occasional squatter, there were no white men living in the valley when Minnesota became a territory. It was understood that a cession from the Indians would soon be sought, and with an eye to future trade several adventurous steamboat captains turned their craft into the Minnesota during the summer of 1850, and explored its sinuous course for a long distance. The famous old-time steamer, "Anthony Wayne," made two trips, going finally almost to the site of Mankato. A few days later the "Yankee" took a party of St. Paul people up as far as the mouth of the Cottonwood river.

But the treaty of cession was put off until another year. At last, during the closing days of July and the early part of August, 1851, Col. Luke Lea, commissioner of Indian affairs for the United States, and Gov. Ramsey, acting for the government, met with the great councils of the Dakotahs and secured the much desired cessions. Through two treaties the United States secured practically all the Indian lands west of the Mississippi to the Sioux river, from central Minnesota south far into Iowa. The Sisseton and Wahpaytoan Dakotahs reserved a dwelling place about 100 miles long and 20 broad, extending on both sides of the Minnesota from the Yellow Medicine river to Lake Traverse. The reservation of the M'dewakantonwan and Wahpaykootay bands was immediately below.

Within a few years there were promising settlements all along the Minnesota as far as the Cottonwood. Thomas A. Holmes settled at Shakopee in 1851 and laid out Chaska during the same year. Sibley county was settled at Henderson in 1852 by French Canadians and Germans. The year 1852 also saw the beginning of Mankato and LeSueur, George W. Thompson being the pioneer at the former place and P. K. Johnson and Henry Jackson at the latter. Brown county had, perhaps, the most interesting settlement of all. German emigration societies were formed at Chicago and Cincinnati on a sort of co-operative

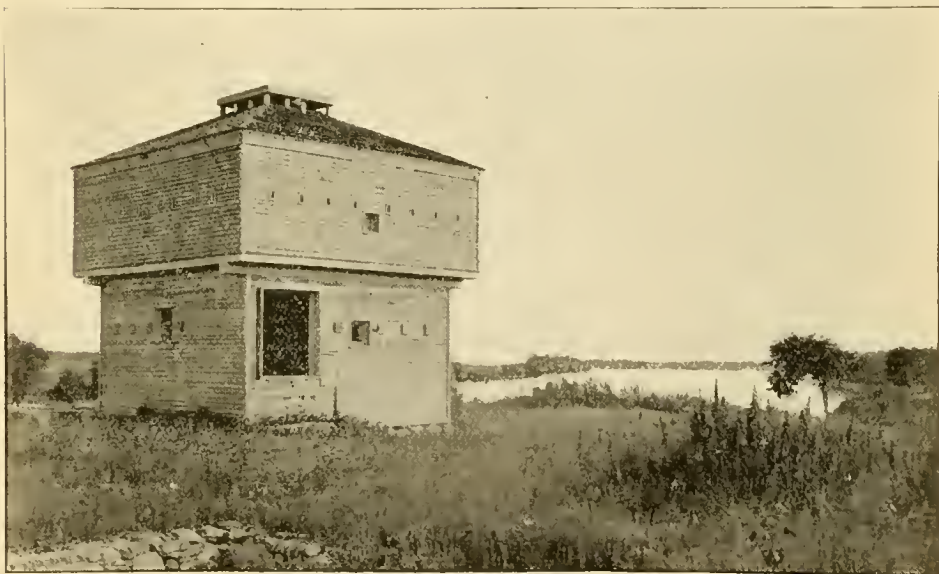
plan, and explorers were sent out to select a site. They chose the Minnesota valley near the Cottonwood, and the first party came from Chicago in 1854, settling at Milford. Soon afterwards they moved and founded New Ulm. In 1857 the Cincinnati emigrants chartered a steamer and made the voyage from their city to New Ulm without transfer. During the early times in the colony the lands were apportioned among the members of the society so that each should have a certain number of town lots and equal acreage in the farm lands. When Brown county was organized in 1855 it comprised the entire southwestern part of the territory from the Minnesota to the Missouri river. All the older Minnesota valley counties were organized from 1853 to 1855.

Pioneering on the Upper Mississippi.

With fourteen years' advantage in the matter of Indian cession, it would appear that the eastern bank of the Mis-

Searns county on the west was not set off until 1855.

As early as 1794 there was a trading post at Sandy Lake. The first post which afterwards grew into a settlement was that established at Crow Wing about 1844. The names of Allen Morrison, Donald McDonald and Philip Beaupre are associated with this settlement. At the time of the creation of the territory, Crow Wing was a considerable town, but afterwards it was almost abandoned in favor of Brainerd. Crow Wing county was not organized until 1857. There was a trading post at Swan River in Morrison county in 1826, but actual settlement dated from the late forties, when William Nicholson and William Aitkin established themselves near what is now Little Falls. Jeremiah Russell was the first settler at Sauk Rapids in 1849, and Antoine Guion became a permanent resident at Anoka in 1851. Pierre Bottineau, of early territorial fame, built a tavern at Elk River in 1850 and laid the foundations



OLD BLOCK HOUSE AT FORT RIPLEY.

One of the few survivors of the buildings of the most important military post northwest of Fort Snelling during the pioneer days.

issippi river above the Falls of St. Anthony would have made greater progress than the valley of the Minnesota, but such was not the case. There were more trading posts on the upper Mississippi in the forties than further south, but the country was not highly regarded for farming purposes, and the lumbering industry had not yet developed. One county organization, that of Benton, served for the entire eastern bank of the river until 1856, and

of Sherburne county. S. B. Lowry established a trading post at St. Cloud in 1849, but the first actual settler was Ole Bergeson, who took up land in 1852. Wright county was settled in the same year.

One of the important settlements on the west bank of the river was not hindered by waiting for the Indian treaty. In 1849 Col. John H. Stevens obtained permission to settle on the military reservation opposite St. Anthony, and built the first house

in Minneapolis. The tract was soon thrown open to general settlement. In 1854 the two villages were connected by the first bridge which ever spanned the Mississippi river at any point.

Though French traders are known to have reached the site of Duluth in 1640, there was no settlement in that vicinity until 1850-51, when George E. Nettleton and J. B. Culver established a trading post at Fond du Lac and entered claims for land. Nettleton built the first house in Duluth in 1851. Five years later the city was platted and in 1856 the first saw mill was erected. Duluth's wonderful lake commerce did not begin to develop until many years afterwards.

In Southern Minnesota.

The continually growing commerce on the Mississippi river below St. Paul aided in the development of the towns along the western bank. The trading posts of Wa-

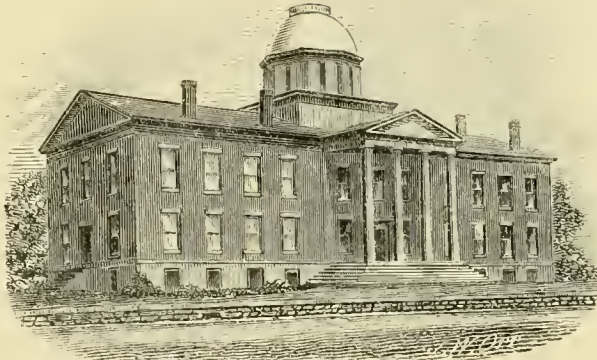
bash and Red Wing quickly grew to village proportions after the ceding of the Indian lands, and Winona, Lake City, Reed's Landing, Hastings and other villages were established and began to assert themselves. Nor were the immigrants long in striking back over the hills into the interior of Southern Minnesota. So rapidly did they fill up southeastern Minnesota that Goodhue, Wabasha and Rice counties were created in 1853. Two years later Fillmore, Freeborn, Mower, Houston, Olmstead, Steele and Winona counties had been added to the list.

The Old Capitol.

Minnesota enjoyed the luxury of a capitol commission even in territorial days. The legislature of 1851 made arrangements

Gorman's Administration.

With the incoming of a new national administration in 1853 Gov. Ramsey's seat was given to Willis A. Gorman, of Indiana, who was appointed by President Pierce. Gov. Gorman arrived in St. Paul on May 13. His associates were J. T. Rosser, of Virginia, appointed secretary of the territory, and W. H. Welch, of Red Wing, chief justice, and Moses Sherburne,



THE FIRST CAPITOL OF MINNESOTA.

By permission of the Minnesota Historical Society.

of Maine, and A. G. Chatfield, of Wisconsin, associate justices. Gov. Gorman's administration covered the period of the wildest and most extravagant speculation which Minnesota has ever experienced. When he took his seat immigrants were pouring into the territory in thousands. From 1850 to 1855 the population had increased from 6,000 to 53,000; in two years more it had reached 150,000. Stimulated by the inpouring of people and the natural demand for land, real estate speculation became a craze. Fortunes were made in months and weeks, and sometimes even in days. The towns were growing very rapidly, everyone was employed and continued prosperity seemed assured. People thought of nothing but business; it would seem that the higher things which received

so much attention a few years before were for the time neglected. Honest people forgot their reputations and entered speculation and fraud with the crowd of sharpers which invaded the territory. Town sites were laid out everywhere—and nowhere. Lots having no location except on paper were sold and resold at great profit. Trades and trade were abandoned for real estate speculation. The people were land mad. The center of this craze was, of course, in St. Paul, the chief city and capital of the territory. The smaller towns

regarded as a fortune to its owners became worthless. The population of the city decreased one-half and stores and houses stood vacant. A very similar experience was the lot of the towns of Minneapolis and St. Anthony.

Towards the close of Gorman's administration came an attempt to remove the capital to St. Peter, an occurrence which for the time being caused more excitement in the territory than the real estate craze. Believing that justice was on their side, the opponents of removal hid the bill after it had passed both houses, and after most exciting scenes prevented it from receiving the official signature. Railroad legislation was demanded by the people, and ended in 1857 in the gift of the railroad land grant to the promoters of what seemed a promising railroad project.

Indian Troubles of 1857.

Up to this time the settlement of Minnesota had been unattended with any serious collisions with the Indians. With few exceptions, the Indians appeared to be well satisfied with the treatment of the whites, and very few outrages are recorded. But early in 1857 an Indian named Inkpadootah, who had been driven out of his tribe—the Dakotahs—with a small band of followers, quarrelled with the settlers at Spirit Lake, Iowa, and after murdering about twenty people in that vicinity, crossed the line into Minnesota and massacred the entire settlement at Springfield. Only a few women were spared, and these were carried into captivity. One of them was finally released, but the others were murdered before help could reach them. With few exceptions, the Indians engaged in this massacre escaped punishment. This massacre, in which about fifty settlers lost their lives, was a gloomy episode of the close of the territorial period and foreshadowed the greater horrors which were to bathe southwestern Minnesota in blood during the early years of statehood.



CHARLES E. FLANDREAU.

Pioneer lawyer and Justice of the Supreme Court,
1857-64.

were relatively less affected, as their lesser importance made them less attractive to speculators.

The inevitable reaction came at last. With the beginning of the financial panic in August, 1857, the bubble burst. In St. Paul nearly all of the banks and business firms failed. Real estate which had been



The State.

1858-1899.

Minnesota's elevation to statehood was attended by quite as exciting political disturbances as those which preceded her recognition as a territory. Politically the situation was very much mixed. Minnesota was large enough to become a state—the population was about 150,000—but the new commonwealth would be a "free state." For many years the slave states had fought against the admission of northern states which, through their representation at Washington, would tend to overbalance the Southerners' influence in the national government, and until the admission of California a balance between the sections had been well maintained. Then came the great contest over Kansas and Nebraska—a contest which nearly precipitated civil war several years before actual secession—and Minnesota's proposed admission came up at a moment when the bitterness between the two sections had reached the boiling point.

The Battle in Congress.

When Henry M. Rice, the delegate from the Territory of Minnesota, introduced a Minnesota enabling act on December 24th, 1856, he only added fresh fuel to the factional war in congress. The bill fared well in the house, where it was sure of a fairly good majority, but in the senate the fight was long. It lasted, in fact, to the very close of the session. Of course the issue was not made directly upon the slavery question. The opponents of the bill found a convenient subject for discussion in a provision of the bill which made it possible for aliens to exercise the franchise under certain conditions. An amendment changing this provision served to keep the senators talking. The amendment once carried and the bill was passed as amended, but soon afterwards the whole matter was reconsidered. The attitude of the opponents seemed to be that, if amended, the bill would scarcely get through the busi-

ness of the house before the end of the session, while, if they kept it hanging about the senate, its death would be equally certain. But the energy of the Northern senators prevented this fate. Repeated bringing forward of the measure finally tired out opposition and the enabling act became a law on February 25, 1857.

The Battle at Home.

It is possible that rumors casting a doubt on the political complexion of the coming state may have had something to do with the final acquiescence of the Southern senators. At all events, as soon as the enabling act was passed, there began a most intense partisan struggle for the control of the constitutional convention and the election of the first set of state officials. Under the terms of the enabling act delegates to a constitutional convention were to be elected on the first Monday in June, and the convention was to be held at the capital on the second Monday in July. Unfortunately the exact hour of meeting was not specified. The election of delegate was hotly contested, but resulted, it was believed, in the election of a republican majority. Some very close districts and possibilities of contests for seats left the matter aggravatingly uncertain as to the exact condition. As the day of the convention approached there was talk of possible sharp practice, and to prevent any attempt on the part of the democrats to organize the convention, the republican members quietly took possession of the legislative hall on Sunday at midnight, and were in readiness for anything which might be attempted. However, the democratic wing made no move until noon of the appointed day. When the democrats entered the hall Charles L. Chase, the secretary of the territory, attempted to call the convention to order and J. W. North, on behalf of the republican majority, at the same moment performed the same duty. Mr. Chase then

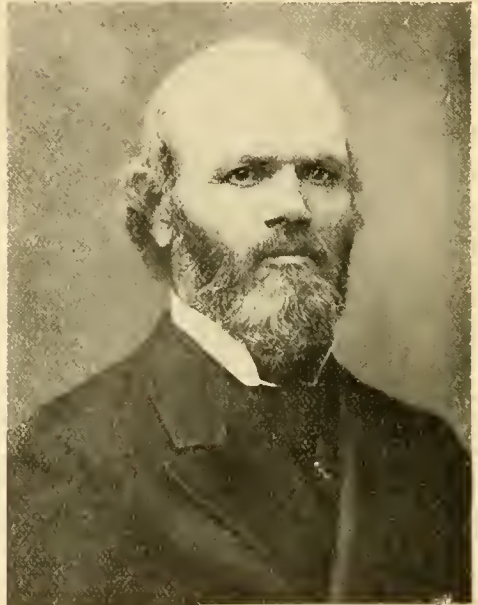
put a motion to adjourn and the democrats voted for it and at once left the hall, while the republicans, confident of their majority, remained and organized the convention. It was found that the republican body actually had 59 members and the democratic wing but 53.

Thus commenced one of the most remarkable episodes in the history of the state. The democrats, in a few days, met in another hall and organized. Feeling ran high. Neither convention would recognize the other, and both continued in independent session for several weeks. At last it became evident to the cooler heads that such procedure would certainly defeat the objects of the gathering; that congress would be unwilling to ratify the action of either body and that statehood would be sacrificed to partisan feeling. Good counsels finally prevailed, and on August 29th, both conventions adopted the same constitution, which was subsequently ratified by the people. Coincident with this ratification was the election of the first state officers and of the first representatives in congress. In this election the democrats were successful. Gen. H. H. Sibley defeated Alexander Ramsey for governor, and George L. Becker, William W. Phelps and James M. Cavanaugh, all democrats, were elected to congress. The state legislature was also democratic and it chose, at its first session, Henry M. Rice and James Shields as United States senators. These gentlemen had the distinction of being the only democratic senators ever sent to Washington by Minnesota.

A State at Last.

During all this period of struggle for control of the new state, the territorial government still administered the affairs of Minnesota. The state government would not be in force until congress formally recognized it. It was supposed that this recognition would occur early in the session of congress, and the newly elected senators and representatives went to Washington expecting to take part in the interesting legislation of that winter. But the attitude of congress had undergone a considerable change. Republicans who had been strenuous for the admission of Minnesota in the previous winter, when it was expected to line up as a republican state, had lost their enthusiasm when five democratic legislators appeared in Washington seeking seats and votes in the congressional bodies. On the other hand Southern politicians who had vigorously protested against the ad-

mission of another "free state" saw in the increase of the democratic vote in congress a possible aid to their own cause. In addition, Kansas was asking admission to the Union under a slavery constitution and some Southern congressmen were in favor of settling the Kansas subject before taking up the case of Minnesota. The situation was decidedly more mixed than it was when the enabling act was under consideration. During the long discussion of the measure the strange spectacle was presented of a northern republican—John Sherman, of Ohio—opposing the admission of another free state, while a Southern demo-



WILLIAM R. MARSHALL.
Governor of Minnesota—1866-1870.

crat—Alexander Stephens, of Georgia—argued skillfully for it. On May 11, 1858, the bill finally passed, and Minnesota at last became one of the states of the Union.

The Railroad Bond Issue.

Minnesota was a state at last, after long and tiresome waiting, but the new administration doubtless wished that its responsibilities had been further delayed. For statehood was entered upon in the midst of the most distressing period in the history of this region. The general financial panic of 1857 had affected Minnesota as such disturbances usually do affect new communities. Without well established industries and settled values, the new territory had been unable to withstand the financial reverses. Real estate values had dis-

appeared, agriculture had not been so far developed as to make the state self-supporting, and many of the people were reduced to absolute distress.

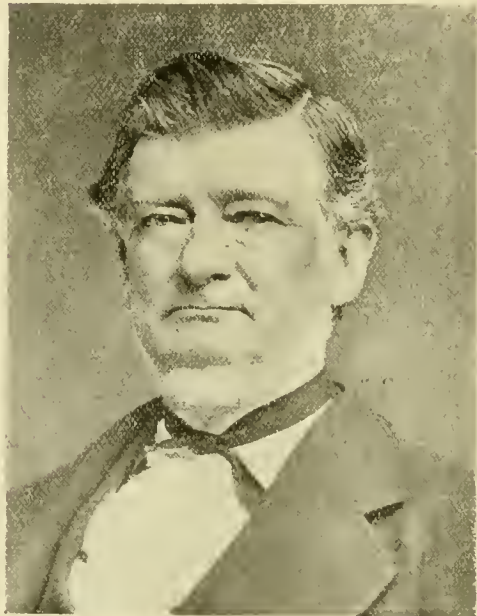
Early in 1857 the territorial legislature had turned over the entire railroad land grant of the territory to railroad companies, hoping that the immediate construction of railroads would assist materially in developing the young state. Work was commenced, but it soon became evident that the grantees had not the financial strength to carry out their agreements. But instead of declaring the grants forfeited the state legislature, early in 1858, acceded to a request for the assistance of these shaky railroad promoters by the loan of the coming state's credit. The famous \$5,000,000 loan bill was passed, and notwithstanding the opposition of such prominent citizens as ex-Governor Gorman and William R. Marshall, the measure was ratified soon after by popular vote. But the warnings of the wiser heads proved to have been well founded. Within a short time the young state found itself loaded with a debt of over \$2,000,000 through the issue of these railroad bonds, while not a rail had been laid by any of the companies, and only 250 miles of grading had been done.

Interest upon the bonds was defaulted and the state was obliged to foreclose the properties. The situation seemed hopeless. In a spirit, possibly, of retaliation (for it was generally believed that the state had been grossly misused) the people, at the November election, adopted a constitutional amendment virtually repudiating the debt incurred in the bond issue. Impending war made the future doubtful, and for the time being nothing could be done. And soon the war cloud broke and railroads were forgotten in the excitement of the hour.

Minnesota in the War of the Rebellion.

In the election of the fall of 1859 the republican party was successful, and Governor Ramsey was again selected to guide the fortunes of the young state through what proved to be the most exciting period in its history. The choice was a fortunate one. Others might have borne the responsibilities with honor, but certainly none better than the young, ardent and capable executive, whose thorough sympathy with the national administration, whose intense loyalty, whose fine executive ability and whose nearness to the hearts of the people of the state made him the ideal leader for such a crisis. On the fateful Saturday,

April 13, 1861, when the news of the fall of Sumter awakened the North to the certainty of war, Governor Ramsey was in Washington. He foresaw a call for troops, and early on Sunday morning called upon Secretary Cameron of the war department to offer a regiment from Minnesota. The tender was put into writing and conveyed at once to President Lincoln, Minnesota thus being the first state in the Union to offer her services for suppressing the rebellion. The offer was accepted and Governor Ramsey on Monday telegraphed Lieut.-Gov. Ignatius Donnelly to issue a call for volunteers. That night Josias R. King, of St. Paul, was the first man to sign an agreement to enlist, and therefore



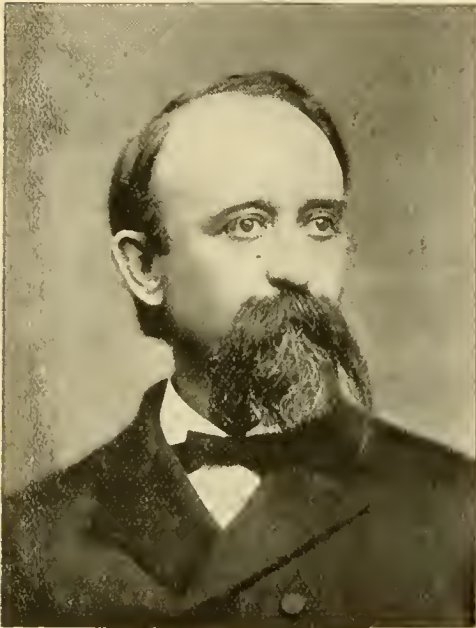
STEPHEN MILLER.

Governor of Minnesota—1864-1866.

claimed the honor of being the first volunteer of the civil war. But not alone in these particulars did Minnesota take pre-eminence. The first "three years" regiment to reach the front came from Minnesota, and that regiment—the famous First Minnesota—"sustained the greatest loss in the greatest battle of the war." The contribution of the state to the army was also something remarkable. Though a border state where the men could ill be spared for military duty, the state furnished 26,717 volunteers; this from a population of 172,023 by the census of 1860. It was more than ten per cent of the population in 1865. Eleven regiments, two companies of sharpshooters, several light cavalry and four ar-

tillery organizations were recruited from the state.

To tell the story of the participation of Minnesota men in the war in detail is, of course, impossible within the limits of this sketch. Even to mention all the brave leaders of the various organizations is out of the question. Of the seven colonels and lieutenant-colonels of the "old First," three, Colonels Gorman, Dana and Sully, became brigadier generals, while the others, Colonels Morgan, Colville, Miller and Adams, were brevetted for the same rank. Indeed, Col. Sully won the brevet of major general. Col. Van Cleve, of the Second, was also brevetted major general and Col. C. C. Andrews, of the Third, and Col. John



LUCIUS F. HUBBARD.

Governor of Minnesota—1882-1887.

B. Sanborn, of the Fourth, won the same distinction. Col. L. F. Hubbard, of the Fifth, won his brevet as brigadier general in 1864. Col. John T. Averill, of the Sixth, was similarly honored, as was Col. Wm. R. Marshall of the Seventh, Col. M. T. Thomas of the Eighth and Col. Jas. H. Baker and Lieut.-Col. Jennison of the Tenth. Col. Miller of the Seventh was promoted to be brigadier general.

The scenes attending the recruiting of the First regiment were most exciting. Lieut.-Gov. Donnelly issued the call for troops on Tuesday, April 16th. Business was at once relegated to a second place and the people of the state for a few days spent their time in holding patriotic meet-

ings and discussing the coming war on the street corners. Amid great popular excitement company after company was recruited and hastened to Fort Snelling. It was impossible to accept all of them under the call, and ten were selected to form the First regiment. They were mustered in under the three months' call, but the administration having made a further call for three years' troops, almost the entire regiment re-enlisted "for three years or during the war." Ex-Governor Gorman was appointed colonel and Stephen Miller, afterwards to be governor of the state, was made lieutenant colonel. Towards the last of May the regiment marched into St. Paul and in the presence of a vast concourse of people assembled in front of the capitol, received from the hands of Mrs. Ramsey, the wife of the governor, a silk flag which it afterwards carried through the war. Fort Snelling was crowded with visitors during the few weeks that intervened before the regiment went to the front.

Similar scenes were witnessed as the regiments, one by one, assembled in response to the additional calls issued by President Lincoln. The "old First" passed its term of service in the East. It was in scores of engagements. Among the more important were Bull Run, Ball's Bluff, the battles of the Peninsula, Antietam, Fredericksburg and Gettysburg—Gettysburg, where its famous charge has become one of the glorious chapters in the records of magnificent courage and self-sacrifice. "There is no more gallant deed recorded in history," said Gen. Hancock, who ordered the charge. And well he might speak thus. A depleted regiment of 262 men charging two large brigades of the enemy, breaking their victorious advance and holding them in check until reserves had time to come, and losing in the deed 215 men out of the 262. This successful charge saved the position and possibly the day for the Union forces.

The Second regiment was in the West—at Chickamauga, Atlanta and in the march to the sea. The Third, Fourth and Fifth were at Vicksburg, and the Fourth went with Sherman to the sea; the Seventh, Ninth and Tenth were at Nashville. These were only some of the most conspicuous battles. Most of the regiments served through long and wearisome campaigns and participated with honor in many engagements.

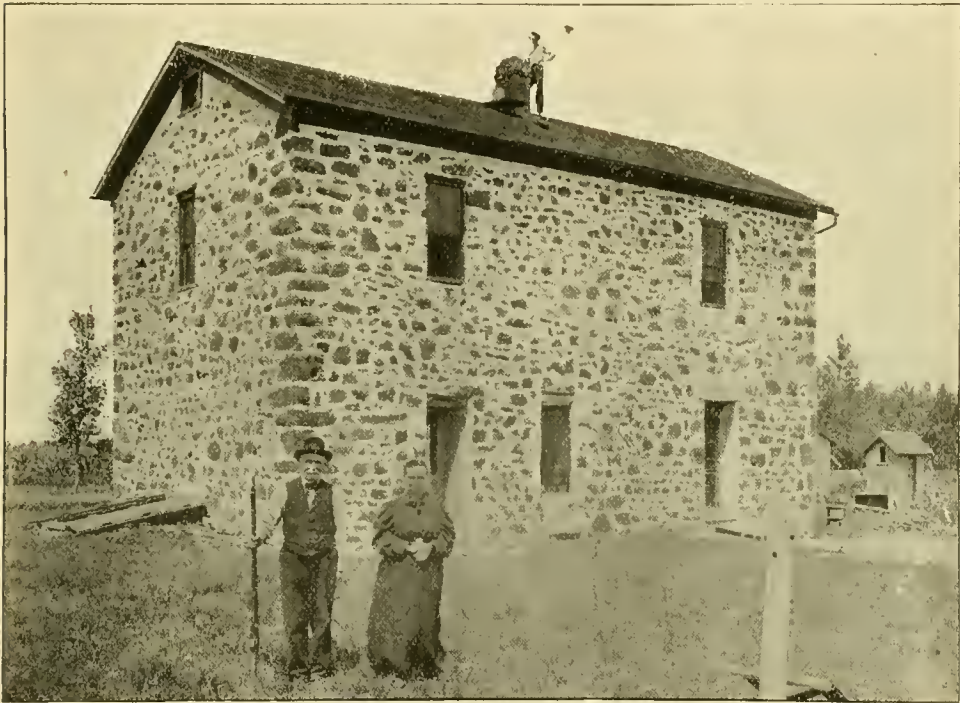
However, many of the Minnesota soldiers never saw Southern service; to them fell a different kind of campaigning, though their service was not less arduous or important.

The Indian War of 1862-64.

Minnesota had already sent half of her volunteers to the South and was hastening the recruiting of more regiments for the suppression of the rebellion, when with the suddenness of the lightning's flash there fell upon the state a calamity which for the time turned aside every thought of the nation's conflict. On the 18th of August, 1862, the Sioux Indians living upon the reservations along the upper Minnesota river rose without warning and massacred the settlers all along the frontier. Within thirty-six hours about 1,000 people had

arms, ammunition and rations for equipping troops. It was the greatest Indian massacre in the history of the country and was executed with the fiendish cruelty and suddenness characteristic of the savages.

These circumstances made the situation appalling. Fleeing settlers poured into the larger villages on the frontier and hurried preparations were made at these places for defense and for the relief of outlying points. But of the latter there were very few left with living inhabitants. The people at the upper and lower Indian agencies on the Minnesota river had been slain at



A RELIC OF THE INDIAN MASSACRE OF 1862.

The old "Lower Agency" building still standing near Redwood Falls. The roof and interior have been changed; the walls are the same as when every inhabitant was murdered on August 18th, 1862.

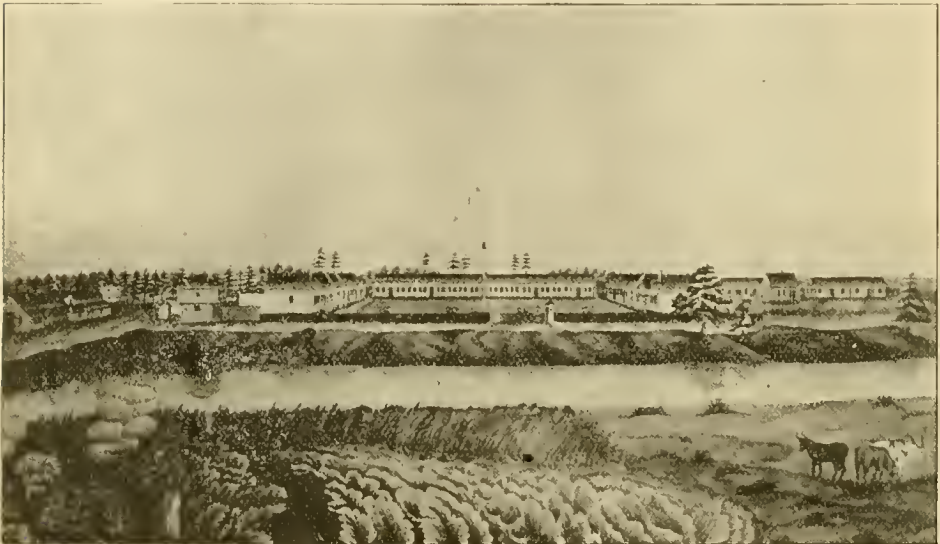
been murdered. The Sioux engaged in the massacre could muster upwards of 1,000 effective warriors, and the possibilities of re-inforcement from the western bands of Sioux were almost illimitable. In addition there was imminent danger of the infection of the Winnebagoes and Chippewas with the spirit of rebellion and a general uprising which would have swept the state clear of settlers to the Mississippi river. Indeed, this was found afterwards to have been the program of Little Crow, the chief commanding the Sioux. At the moment of the uprising the state had sent 5,000 of her best men, including most of the trained militia, to the South and was quite without

the first movement of the Indians. Then from Meeker county on the north, sweeping close to Glencoe, St. Peter, Mankato, and on south to Spirit Lake on the Iowa line, the savages had murdered every white person except about 150 young women and children who were carried into a most horrible captivity. Fort Ridgley and New Ulm were the only places where resistance had been effective, and both these places were sorely beset.

A few troops in the vicinity were hurried to the relief of Fort Ridgley, and Judge Charles E. Flaudreau, who was then living at St. Peter, hastily organized a company of 116 men and marched on Au-

gust 19th to New Ulm, arriving there just in time to assist in beating off a renewed attack. Within a few days the force was swelled by other arrivals of volunteers, and on Saturday, August 23rd, when the Indians again attacked the place, Colonel Flandreau had about 300 men, though very poorly equipped. The battle of New Ulm was one of the most bitterly contested known in Indian warfare. The attacking force outnumbered the defenders two to one and were infinitely better armed. After burning the town and driving the whites into a stockade, the Indians were forced to retire. On Monday the ruins of the town were abandoned and the inhabitants and wearied volunteers made good their retreat to Mankato.

men, raw and undisciplined recruits, citizen volunteers and what not. They were ill armed, but undaunted. But the evacuation of New Ulm and the check which the Indians had received gave time for preparation, and within a few days the little army was better armed and marched to Fort Ridgley. In the meantime the Indians had disappeared from the vicinity and a detachment of 150 men sent out to reconnoitre felt so much security that it was surprised at Birch Coulee and almost annihilated during a three days' fight before reinforcements arrived. This almost massacre, however, again saved the lower valley. Even after their repulses at Fort Ridgley and New Ulm, the Indians were ready to invade the lower river, and would



FORT RIDGLEY.

From an old drawing in possession of the Minnesota Historical Society.

Meanwhile Fort Ridgley had been continuously besieged, but without success. These desperate stands made by the defenders of New Ulm and Fort Ridgley undoubtedly saved the lower Minnesota valley. Had the Indians been successful, they would without question have ravaged the state to the vicinity of Fort Snelling.

Governor Ramsey received word of the uprising on August 19th, and at once placed Gen. H. H. Sibley in command of a movement to check and punish the Indians. At the time the Sixth Minnesota regiment was being mustered in at Fort Snelling and Sibley went forward next day with four companies of this regiment. Other companies were hurried after him, and on Sunday, the 24th, he had assembled at St. Peter a motley force of about 1,400

undoubtedly have done so had their attention not been taken up with the Birch Coulee affair. They could easily have evaded the slight defensive operations possible from Mankato and St. Peter, and Sibley could not have overtaken them before they had swept the valley. While these events were transpiring in the Minnesota valley, a command was organized in the region about Glencoe under Col. John H. Stevens and such defense was made that the Indians were prevented from ravaging that part of the country beyond the limits of their first raid. South of the Minnesota Col. Flandreau was put in command of the defense to the Iowa line.

With the hope of rescuing the prisoners alive, Gen. Sibley, who well understood the Indian character, made no further offensive

movements against the Indian position, which had been taken up at the upper agency, but opened communication with Little Crow. Their correspondence proved unsatisfactory and Sibley finally moved west and on September 23rd fought the battle of Wood Lake, where the Indians were defeated. Two days later the Indian camp was surrounded and four hundred warriors taken prisoner, while the white captives were at the same time released. Little Crow and some of his leading men escaped.

Gen. Sibley organized a military commission which tried 425 Indians, of whom 321 were found guilty and 303 were sentenced to death. The sentence was subsequently commuted by President Lincoln,

continually waging war against him. In 1862 the Indians had not been promptly paid their annuities and knew that the state was ill prepared to defend its settlers.

The government decided that further punishment of the Indians was necessary, and during 1863 and 1864 Generals Sibley and Sully carried on campaigns through Dakota and Montana which completely broke the spirit of the Indians for the time being.

The Rebound from Depression.

With the close of the civil war Minnesota entered upon a new period of prosperity. Even the backset which the state received through the Sioux massacre was forgotten. Immigration was constant and



INDIAN EXECUTION AT MANKATO IN 1862.

From a drawing in the rooms of the Minnesota Historical Society.

except in the case of 38 of the prisoners, who were hanged on one scaffold at Mankato on December 26th, 1862—probably the most remarkable execution in the country's history. The remaining prisoners were confined in prison in Iowa for a long time. Some of them died in this captivity and the rest were finally removed to the remote frontier and liberated. For his part in the campaign Sibley received a brigadier general's commission.

The causes of the Indian uprising of 1862 have been much discussed and never satisfactorily settled, beyond the generalization that the Indian hates the white man and is only restrained by policy from con-

large. Many soldiers who had fought in the Union army came to the Northwest to take up government land and make homes on the prairies. During the war the franchises granted to railroad companies in 1857 and which had fallen in through default, were re-let to new companies and building was taken up slowly. In 1862 the ten miles between St. Paul and St. Anthony had been spanned by the rails, and by 1865 a line had been opened to Faribault. As soon as the war ended railroad building went on with great rapidity. Communication with the East via LaCrosse was opened in 1867, while the Minnesota & Pacific reached the Red river valley only

a little later. Under these conditions, so favorable for development, it is not wonderful that the census of 1870 showed a gain of 180,000 in population and a larger percentage of increase than has occurred in any five year period since.

How the War Developed Men.

The stress of the times, both on the battlefield and in the management of the affairs of state, brought to the front the best that Minnesota had to offer. These were times that developed men. During the war the foremost man in Minnesota was undoubtedly Governor Ramsey. His prompt action in offering troops to the government and his readiness upon the breaking out of the Indian war have already been mentioned. On September 9,

the strength of character and readiness, endurance and patience which later served them well in political life.

The exigencies of war time were equally potent in bringing forward strong men among those whose duties kept them at home or in the legislative bodies. One of the most honored of Minnesota's public men commenced his service to the state and nation at this time. This was William Windom, of Winona. He represented the state in the national house of representatives from 1859 to 1869, when he was appointed to the senate. In 1871 he was elected senator and again in 1877. In 1880 his name was before the republican national convention as Minnesota's candidate for the presidential nomination. He was made secretary of the treasury under Garfield



SETTLING THE PRAIRIES.

Morris, Minn., in 1871.

1862, he called an extra session of the state legislature to take measures for the suppression of the uprising. In the fall of 1861 he was re-elected, but during the winter of 1863 was chosen to represent the state in the United States senate, where he served with distinction during twelve years. In 1879 he was appointed secretary of war by President Hayes and he afterwards served four years on the Utah commission.

No less than four of the later governors of Minnesota were commissioned officers of her regiments during the war. Three others served in various capacities either in Minnesota or Wisconsin regiments, while many other of the public men of the state acquired in the stern school of the army

and again by President Harrison, and it was during his conspicuously able conduct of this department that his sudden death occurred in 1891. As a financier and publicist of world-wide reputation, and as a man of the highest character, Minnesota has reason to be proud of him.

Three Great Inventions.

It must not be inferred from the important place which is given to railroads in all accounts of the development of Minnesota, that they were alone responsible for the wonderful advances made by the young state. Without the railroads progress would indeed have been slow; but with them and without the energy of the

early business men the development of Minnesota would have been almost equally delayed. Three inventions or improvements were made during the decade of



WILLIAM WINDOM.

United States Senator and Secretary of the Treasury.

1870-80 which were quickly adopted by the people of Minnesota and which played a most important part in the building up of the state. These were the middlings purifier, the roller flour mill and the self-binding harvester. The first two brought such improvements into the manufacture of flour that the product of Northwestern spring wheat mills took an acknowledged lead in the world's markets; the last made it possible to harvest that spring wheat at a greatly reduced cost, and, with the improved processes of milling, made it an active competitor with all other breadstuffs the world over. The fame of Minnesota wheat and flour went abroad over the land and farmers flocked to the state to engage in raising "No. 1 hard."

The foundation of great manufacturing and agricultural industries was laid and the basis for enormous increase in legitimate immigration was established.

The Red River Valley Opened.

Co-incident with the improvements which made spring wheat a profitable crop came the extension of the railroads into the Red river valley. It was found that the soil of this region was peculiarly adapted to the production of wheat. The subse-

quent development of wealth has possibly never been equaled in an agricultural district. In 1870 the territory comprised in the six counties of Wilkin, Clay, Norman, Polk, Marshall and Kittson, which are Minnesota's share of the Red river valley, had a population of 451 people. In 1880 this had increased to 21,123 and in 1890 to 71,190. In 1880 this district produced 1,692,183 bushels of wheat; in 1890 about 8,000,000 bushels. The output of the Minneapolis flour mills in 1870 was insignificant; in 1880 it had reached over 2,000,000 barrels; in 1890, 7,000,000 barrels, and in 1898 over 14,000,000 barrels.

Two Great Disasters.

While the influences just mentioned were working to develop two of the greatest industries of the state, there occurred during this same decade of 1870-80 two such strange and unprecedented disasters to these industries that they deserve a place among the important happenings of the state's history. The "grasshopper plague," as it was called, extended over the years from 1873 to 1878 and for a time threatened to paralyze the agricultural interests of the state. The pests—they were in reality a



CHARLES A. PILLSBURY.

For many years the leading Flour Miller of the World.

species of locust—appeared in 1873, and in 1875 had increased to such an extent as to destroy the entire crops through a large part of the state. After losing sev-

eral crops in succession, the farmers were not only discouraged, but in many instances in absolute destitution. State aid was granted and means for the destruction of the insects finally devised. Recovery from these losses was, in some districts, very slow.

In fact, it was not yet complete when the food producing industry was assailed at the other end. On the evening of May 2, 1878, the Washburn A flour mill in Minneapolis—the largest mill in the world at that time—exploded with terrific force. The explosion was instantly followed by that of two adjoining mills, while buildings of all kinds in that part of the city were wrecked by the concussion. The

by the attempted robbery, in 1876, of a bank in Northfield, the murder of the cashier and the subsequent pursuit and capture of the outlaws. Two of the outlaws were shot in the repulse of their band in the public square at Northfield and another was killed while the gang was surrounded in a swamp by a pursuing posse. The others have since been prisoners in the Minnesota penitentiary. The band hailed from Missouri and the people of Minnesota were most unwilling to have their state branded with the reputation which had attached to the country of the James family. Probably no event in its history so stirred Minnesota to the maintenance of a high standard of public order.



MOORHEAD IN 1871.

From a photograph owned by the Minnesota Historical Society.

ruined mills and all others on the west side of the river immediately took fire and were completely consumed. The loss of eighteen lives and the millions invested was not the least of the evils of this catastrophe—for the mystery of the explosion made it seem, at first, that safety in milling was an impossibility. But the mysteries of dust explosion were soon better understood and the Minneapolis mills were rebuilt on a larger scale and with appliances which assured their future safety from similar accident.

The Northfield Tragedy.

A most profound impression was made upon the minds of the people of the state

Repudiation Repudiated.

There was a feeling abroad that Minnesota was a noble heritage and that her good name should be as fair as her grand forests, blue lakes and broad prairies. The public conscience had borne without awakening the stigma of repudiation since the beginnings of statehood, but as the time went on it was realized that the unpaid bonds, whatever the circumstances attending their issue, must remain a blot on the record of the state, unless just means were taken to provide for their payment or honorable adjustment. Headed by Governor John S. Pillsbury, who repeatedly urged legislative action, the movement at last

took such prominence that the issue could be no longer ignored and an extra session of the legislature in October, 1881, passed an act for the issue of adjustment bonds, which was immediately ratified by the people. The settlement was satisfactory to the bondholders.

A Lesson Written in Fire.

During the early eighties three serious fires in as many of the public buildings of the state called attention to the needs of more substantial architecture if the institutions of Minnesota were to maintain a high position. Previous to 1866 the insane wards of the state were cared for by arrangement with the Iowa insane asylum.



JOHN S. PILLSBURY.

Governor of Minnesota—1876-1872.

Legislative action in that year established the first hospital for the insane at St. Peter, and ten years later an extensive building had been completed. The north wing of this building burned on the night of November 15, 1880, causing the direct loss of 24 lives. Four months later the old state capitol at St. Paul was destroyed by fire, entailing the loss of valuable documents and records. In 1884 a portion of the buildings of the state penitentiary at Stillwater were burned. These lessons, though not immediately effective, have led to a gradual improvement in the construction of the buildings of the various state institutions.

A Chapter of Calamities.

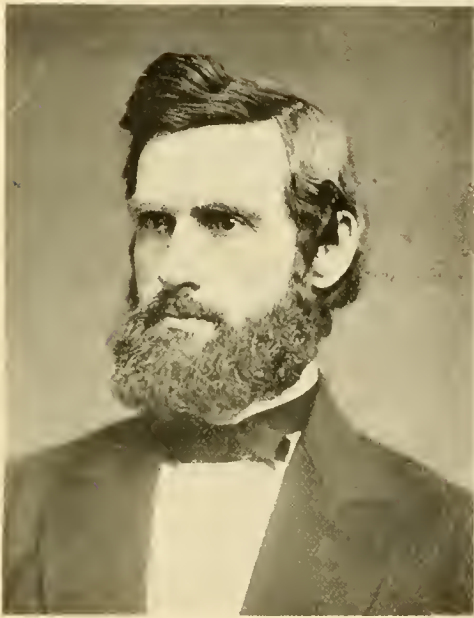
In reviewing the history of Minnesota it is the almost inevitable conclusion that the state has been peculiarly unfortunate in great catastrophes. In addition to the Indian massacres there have been from time to time disasters wrought by the elements which have in the aggregate caused almost equal loss of life. During the winter of 1873 a period of unusually intense cold found many of the newly establish settlers on the prairies unprepared and fully seventy persons lost their lives. A tornado, in 1883, destroyed a large portion of Rochester and caused some thirty-five fatalities. Seventy lives were sacrificed in the tornado which swept over St. Cloud and Sauk Rapids in April, 1886, and over fifty were lost in a similar storm which scourged five counties in southern Minnesota five years later. A storm on Lake Pepin in the summer of 1890 sank an excursion steam and 100 persons were drowned. But these terrible events were dwarfed by the horrors of the forest fires of 1894. The awful details of the fire which devastated four hundred square miles of territory, destroying Hinckley, Sandstone and other villages, are still fresh in the recollection of the people of Minnesota. In this cyclone of fire 417 people lost their lives, while more than 2,000 were made utterly destitute by the destruction of their homes. Property to the value of at least \$1,000,000 was destroyed. These tragedies have served to show the warmth of sympathy existing among the people of Minnesota, underneath the busy material lives which most of them have led; in the relief measures which have always been prompt and generous, they have been brought into closer relations and perhaps to a nearer approach to the ideal of universal brotherhood.

Some Great Celebrations.

In pleasant contrast to the darker episodes in the history of the state are the incidents which show the normal tendency of the people to merry-making and rejoicing. We are wont to think of the people of Minnesota as undemonstrative, but the records show that they have always had a vivid appreciation of the dramatic and have appeared to keenly enjoy public demonstrations and jollifications. From the first Fourth of July celebration in 1849 the infant St. Paul, when 500 people—nearly all the inhabitants of the place—joined in the procession, to the demonstrations incident to the return of the Minnesota volunteers

from the Philippines, half a century later, when nearly half a million people greeted the soldiers and chief executive on the streets of Minneapolis and St. Paul—there have been from time to time many interesting occasions of public rejoicing.

One of the most unique affairs of this character was the excursion to St. Paul and St. Anthony on the occasion of the opening of the Chicago & Rock Island railroad to the Mississippi river in 1854. About 1,000 prominent people were in the party, including ex-President Fillmore, Edward Bates, the senior and junior Blairs, George Bancroft, the historian, Elbridge Gerry, Charles A. Dana, Samuel Bowles, Samuel J. Tilden, and a great



HORACE AUSTIN.
Governor of Minnesota—1870-1874.

many others then or since prominent in politics, the pulpit, the bar or the newspaper sanctum. Such excursions are unknown nowadays, when the palace car confines the excursionists in dusty compartments. Five steamboats brought the visitors from Rock Island to St. Paul. From time to time, as the steamers ascended the river, they were lashed together in pairs for the convenience of the guests, and music and dancing on board alternated with hospitable receptions at every landing. At St. Paul a banquet and ball in the capitol gave the Eastern visitors an understanding of Western hospitality. Such conveyances as could be had carried the excursionists

to St. Anthony and the Falls of Minnehaha.

Perhaps the first pageant ever seen in the state was that which appeared on the streets of St. Paul in 1858 in celebration of the laying of the first Atlantic cable. For a town of less than 10,000 people located far inland and without telegraphic communication, this celebration of an international event was quite remarkable. In the parade all the prominent people participated. A long series of floats carried groups representing in tableaux scenes of the revolution and others of a symbolical nature. One car carried thirty-two young women representing the states of the union, the part of Minnesota, the newest in the group, being taken by a little girl of five. The procession which included many other appropriate features, concluded with the inevitable speechmaking.

There were great demonstrations in celebration of the victories which brought the rebellion to a close, but they were perhaps outdone by the later jubilees over more peaceful triumphs. Upon the completion and formal opening of the Northern Pacific railroad, in 1883, the cities of St. Paul and Minneapolis were crowded with the people of the state who gathered to witness the pageants which celebrated this commercial advance and did honor to Henry Villard. Eight years later the magnificent harvest of 1891 was the occasion of a jubilee in Minneapolis, the like of which has never been seen in the West. This "harvest festival" attracted national attention. The winter carnivals in St. Paul and the later carnivals in both cities in connection with the annual state fair have given evidence of the presence of a genuine carnival spirit even if tinged with a touch of commercialism.

Minnesota at the World's Fair.

The assistance of Minnesota in the national celebration of the four hundredth anniversary of the discovery of America was noteworthy. Under the direction of a special commission, an attractive state building was erected on the fair grounds at Chicago and the state made exhibits in many of the departments of the fair. The displays of cereals and dairy products, the mining and forestry exhibits, were exceptionally fine. Out of about 300 displays of cereals Minnesota took over 200 awards, while 66 were granted for flour. The mining displays received 40 awards, the cattle 48, horses 50 and poultry 21. Minnesota Day was celebrated on October 13th, the

thirty-sixth anniversary of the adoption of the constitution.

The Panic of 1893.

The world's fair year brought with it the commercial depression throughout the country, and which, in the case of Minnesota, proved to be the most serious panic since the organization of the state, but in proportion to the population and commercial interests involved, it was not as serious as the panic of 1857. Its effects were felt principally in the larger cities where many financial institutions, especially those relying upon real estate values for their foundations, were forced to bankruptcy. The

cost of about \$275,000. Its inadequacy to the needs of the state became apparent within a few years, and in 1893 the legislature created a capitol commission charged with the erection of a more permanent building, to cost \$2,000,000. The cornerstone of the new capitol was laid on July 27th, 1898, by the venerable Governor Ramsey. The building is of white Georgia marble, and is under contract for completion by July 1st, 1900. It will be one of the handsomest, though by no means the most costly of state capitols.

Minnesota in the Spanish War of 1898.

The response of the state to the call for



MINNESOTA BUILDING AT THE WORLD'S FAIR OF 1893.

conditions brought to light the operations of careless and even criminal financiers; but Minnesota suffered no more from such revelations than other and older states. In the rural communities of the state the depression was much less marked than in the cities. Some districts experienced practically no inconvenience from the general stringency.

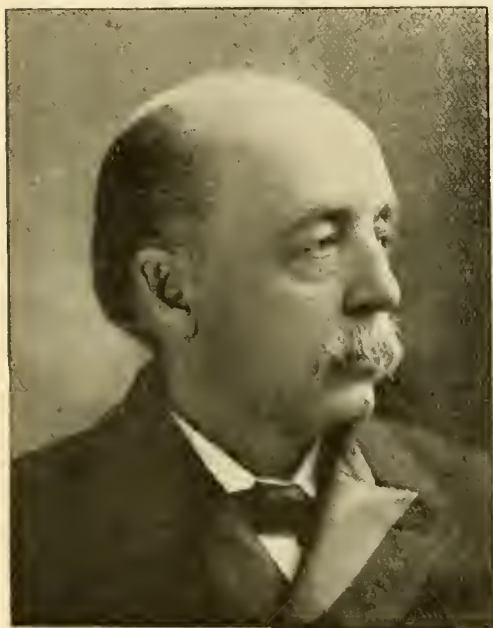
Minnesota's New Capitol.

After the destruction of the original capitol building in 1881, the legislature held two sessions in the St. Paul market house and in 1883 occupied the second capitol, which had been rushed to completion at a

volunteers for the war with Spain in 1898 was as prompt as in 1861 when Lincoln asked for soldiers to put down the rebellion. Minnesota was again first to offer military aid. She furnished three regiments—the Twelfth, Thirteenth and Fourteenth—immediately after the call, and they were mustered in on May 7th and 8th. The Fifteenth followed under the second call on July 18th. In all 5,313 volunteers were furnished the national government. Only the Thirteenth regiment actually participated in hostilities. Its creditable service in the Philippine islands is a matter familiar to everyone in the state.

The Pillager Indian Uprising.

In 1898 Minnesota again experienced the sensations of an Indian uprising, but fortunately on a scale which relieved the affair of the terrors of the pioneer days. The attempt of a deputy United States marshal to arrest two Indians on the Leech Lake reservation led to the rising of the Pillager band against the authority of the government. A detachment of troops sent from Fort Snelling attempted to enforce United States authority, and all but one or two of the miscreants were finally arrested, but not until an engagement had taken place at Sugar Point where the command lost eight killed and as many wounded. No



CUSHMAN K. DAVIS.

Governor of Minnesota, 1874-1876, and United States Senator.

Indians were killed. For a time the people settled near Leech Lake were fearful of a general uprising, and troops were stationed for several days at all important points.

An Agricultural Influence.

Second only in influence in the farming life of the state to the improvements in agricultural and milling machinery of the seventies was the decided movement toward dairying in the last decade. Twenty years ago Minnesota was likely to become known as a "one crop state." There was an extraordinary rush into wheat raising, stimulated by the high price of the cereal, the ease with which it could be raised by

men ignorant of general farming and a certain amount of skepticism regarding the possibilities of the climate for many kinds of crops. Before long it became evident to the more thoughtful that diversification must come or the farms of the state would be ruined. Even a soil which received the award at the world's fair for being extraordinarily rich in plant food would sooner or later be exhausted if only wheat were raised. Low prices of wheat in some years and occasional crop failures helped on the coming change. In the early times of the state the excellence of Minnesota grasses as butter-making food had been established, but it was not until the necessity of diversification became very evident that there was any large movement toward dairying. The introduction of the co-operative creamery idea at an opportune time helped on the movement until now there are about 700 creameries and 100 cheese factories in the state. About two-thirds of these institutions are co-operative. In 1898 about 30 per cent of the farmers in the state were patrons of creameries. At the same time there has grown up a general diversification of grain crops, an increased attention to fruit raising and considerable interest in stock breeding and fattening. Recently the exploitation of the sugar beet as a Minnesota crop has led to the introduction of this profitable root as a Minnesota staple.

This diversification of farm crops and industries has had a notable effect upon the financial condition of Minnesota farmers, and must in time work an equal change in their social condition. Exclusive wheat raising means for the farmer overwork at the time of seeding and harvest and comparative idleness at other periods, while it also tends to make him more or less of a speculator. In the same way the change from home dairying to the creamery has lightened the duties of the farm wife, and, with the incidentally increased income, made possible a higher standard of living.

Some Events Political.

Minnesota is peculiar among the states in that for nearly forty years, from 1860 to 1899, its government remained in the control of one political party. Vermont is the only other state in the Union which has passed through a similar experience. General H. H. Sibley, elected as a democrat in 1858, was succeeded by a republican, Governor Ramsey, in 1860, and then followed in long succession Governors Henry

A. Swift, 1863-4; Stephen Miller, 1864-66; William R. Marshall, 1866-70; Horace Austin, 1870-74; Cushman K. Davis, 1874-76; John S. Pillsbury, 1876-82; Lucius F. Hubbard, 1882-87; A. R. McGill, 1887-89; William R. Merriam, 1889-93; Knute Nelson, 1893-95; and David M. Clough, 1895-99. In 1868 John Lind, the candidate of the democratic and populist parties, was elected governor, breaking the long line of republican successes. But on national issues the state has always been republican, every republican president from Lincoln to McKinley having received a plurality. And with the exception of Senators Shields and Rice, chosen in 1857, all of the state's representatives in the upper house of congress



A. R. MCGILL.
Governor of Minnesota—1887-1889.

have been republicans. All have served the state with credit, while Senators Ramsey, Windom and Davis have been called to even higher national honors and duties. Some of the more important legislative enactments of the state have already been mentioned. During Gov. Davis' administration, and at his suggestion, the foundations were laid for state supervision of railroads. The creation of the railroad commission is justly regarded as one of the most important pieces of legislation accomplished in Minnesota. During Gov. McGill's administration the system was perfected. At the same session of the legislature the high license system was adopted. Various acts from time to time fixed

as a part of the state financiering the custom of raising a large revenue from taxes upon the gross earnings of railroads. The Australian system of voting and laws effecting reforms in primary elections have been important measures looking to better government. Early in the life of the state legislation was adopted establishing the educational and charitable institutions, and supplementary acts have added to the original establishments and created numerous new departments.

Development of a School System.

Until Minnesota became a state the school systems, previously referred to as founded by the territorial legislature, made slow progress. Originally it consisted only of the common schools, conducted much as the local directors considered best, and the university, which remained in an embryotic condition until after the war. Early in statehood a revised school law code was adopted and the machinery of the common school system, much as it exists today, was put in motion. The superintendent of public instruction was at first chancellor of the university. Teachers' institutes were provided for by the legislature of 1867-9. High schools first came in on the motion of city school boards; afterwards they were brought under the supervision of a state high school board and grafted into the system which now makes it possible for the Minnesota boy or girl to begin with the elementary branches and pass from one school to another through a high school and university course. In the common schools there are now about 330,000 pupils. The state revenue for schools from the permanent fund and taxation is now over \$1,000,000 annually.

A normal school system was planned by the legislature of 1858, and after some delays the Winona school was opened in 1860. Its building was not completed until 1870. The Mankato normal was opened in 1868, and that of St. Cloud in the following year. In 1888 the Moorhead school was added to the list. These schools had last year an enrollment of 1,825 students. In addition the state maintains a summer school at the state university and local summer schools which are held in more than fifty counties.

In the territorial division of this sketch the early history of the University of Minnesota was outlined. In 1860 the institution was entirely reorganized by legislative enactment. The new board of regents, then organized, found itself with an incom-

pleted building and a burden of debt. It was not until 1867 that the debts were extinguished and an appropriation made it possible to commence instruction in a preparatory department. In the following year the agricultural college created in 1862, but never actually established, was incorporated with the university proper, and in 1869 the work of the institution as a college was commenced with Dr. W. W. Folwell as president. Upon President Folwell devolved the labor of organization and the solution of all the difficult problems of a new institution. The equipment was meagre; not until 1875 was it possible even to enlarge the original building. With 1881 came provisions for more liberal building, and 1883 saw the beginnings of the agricultural department work in the farm at St. Anthony Park.

to a dozen or more on the campus, and almost as many on the agricultural farm. In these buildings are accommodated seven departments, a college of science, literature and arts, a school of mines, a college of mechanic arts, a college of agriculture, a college of law, a department of medicine and a graduate department. Several of these departments are so subdivided as to form virtually other colleges or schools. The university has an enrollment of about 3,000 students, a strong faculty and a standard of work which gives its students recognition on equal terms in the best universities in the country. The agricultural department is recognized as leading all others in the United States. The university has an annual financial support of about \$300,000, and in addition to its lands, owns buildings worth over a million



THE LIBRARY—UNIVERSITY OF MINNESOTA

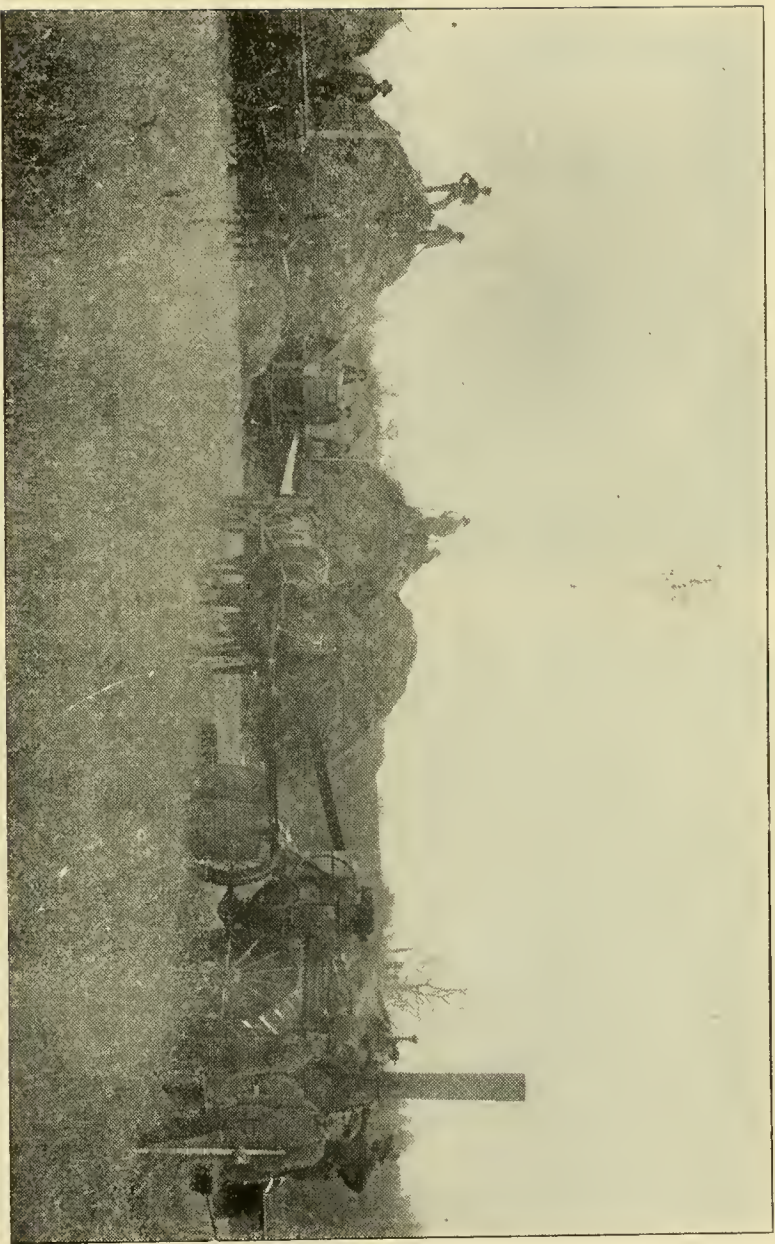
In 1884 the time appeared to have come when Dr. Folwell might indulge a preference for work as an instructor, and he retired from the presidency to be succeeded by Dr. Cyrus Northrop, who has continued to administer the affairs of the institution to the present time. Thus the Minnesota university has had, in its thirty years of actual college work, but two presidents, and each has served for one-half the period. President Northrop's conduct of the university has been most successful. The rapid growth of the state during the eighties made great demands upon the educational institutions, and the legislature, realizing the importance of the university, made liberal appropriations. From three small buildings the university has grown

dollars.

Through the organization of its university, high schools and grammar and district schools in one complete and connected system, Minnesota became the first state to offer to its young people a free liberal education from the primary grades to post graduate university work.

Other State Institutions.

Closely allied with its public educational system has been Minnesota's public provision for instruction of defectives, its correctional work and its treatment of the insane. From the founding of the penitentiary in territorial days, the establishment of the deaf, dumb and blind institute at Faribault in 1868, and the creation of the



Present Day Harvest Scene in Otter Tail County.

St. Peter hospital for the insane in 1866, the institutional system has gradually developed until it is reasonably complete. The three hospitals for the insane at St.



WILLIAM R. MERRIAM,
Governor of Minnesota—1889-1893

Peter, Rochester and Fergus Falls had 3,357 inmates at the beginning of the current year; the state has about \$2,500,000 invested in these institutions. At Faribault are grouped in the institute for defectives the three schools—for the deaf, blind and feeble-minded. The state public school at Owatonna cares for neglected or homeless children and the state training school at Red Wing takes in hand boys and girls who are incorrigible, but whose misdemeanors are not such as to warrant incarceration in one of the common prisons. The reformatory at St. Cloud was established by the legislature of 1887, with the same purpose but going one grade deeper; it is used for the imprisonment and reformation if possible of youthful criminals. The most significant and important legislation in connection with these institutions was the creation in 1883 of the state board of charities and corrections, charged with a general oversight of the management of the institutions, but without executive powers. New methods may be recommended and no buildings may be erected without the approval of plans by the board. Its work has tended to greatly unify the system, improve methods and prevent abuses.

Growth of the Churches.

Since the first Presbyterian church was organized in 1834 in a rude apartment at Fort Snelling, and since Father Galtier built the chapel of St. Paul, the religious life of Minnesota has made progress in every way commensurate with the material development of the state. To tell the story in detail would require many pages; it would be an account of indomitable effort midst greatest discouragements in pioneer days, of notable triumphs as the years went on, and a gradual development of such strength and force as has been rarely seen in a half century of spiritual endeavor. Only a few incidents of this fifty years' work may be mentioned. The first resident clergyman in charge of a church in St. Paul was Father Ravoux of the Roman Catholic church. In 1849 Rev. E. D. Neill commenced preaching and Rev. J. P. Parsons of the Baptist denomination and Rev. Chauncey Hobart, a Methodist, commenced their labors later in the same year. Rev. J. C. Whitney, a Presbyterian clergyman, began pastoral work in Stillwater in 1849. He was followed soon after by a Baptist, Rev. W. C. Brown. The first Methodist church at St. Anthony was organized by



KNUTE NELSON.
Governor of Minnesota, 1893-1895, and U. S. Senator.

Rev. Matthew Sorin in 1849; a Presbyterian and an Episcopal church were formed in 1850, and a Congregational church in the following year. During October, 1850,

the first church bell to ring out its message from a belfry in Minnesota was heard. It hung in the tower of the First Presbyterian church of St. Paul.



DAVID M. CLOUGH.

Governor of Minnesota—1895-1899.

The churches planted in these early days grew rapidly. So large indeed was the conception of the needs of the young territory that in 1851 a bishopric of the Catholic church was created and the Right Reverend Joseph Cretin became the first bishop of St. Paul. In the same year the Wisconsin Methodist conference took cognizance of churches of that denomination at St. Paul, St. Anthony, Stillwater and Point Douglas. The St. Paul Pioneer of July 29, 1852, notes the advent of the church organ. As the years went by such names as Knickerbacker, Whipple, Grace and Ireland, appeared in the pages of church history later to become most prominent in the religious life of the state. The thought of religious education developed early, and the Presbyterian, Methodist, Congregational, Baptist, Episcopal, Catholic and several Lutheran denominations established schools and colleges. Church architecture made slower progress; in 1875 the First Baptist Church of St. Paul was "the finest church edifice in Minnesota." In 1890 there were 3,429 church organizations in the state, with 2,619 church edifices, while church property was valued at \$12,940,152. The membership was 532,590,

which was about 41 per cent of the population of the state.

The Close of a Half Century.

Minnesota reaches the end of her first fifty years in the enjoyment of conditions which give promise of still more remarkable development in the years which will round out her century. Analyzing these conditions, the most striking and significant appear in what is ordinarily referred to as the higher life of the people. At no time in the history of the state has there been a larger interest in matters educational, moral, social and governmental than during the last few years. The educational system of the state is better understood, and may be fairly said to have a more general support from all classes of people, than ever before. Legislation in its interests has become distinctly more friendly and intelligent. There is a significant tendency to inquire into improvements and extensions and developments along the lines of modern thought. That the people of Minnesota are thinking is demonstrated by increased attention to the public charities, and a very evident desire to have the correctional work of the com-



JOHN LIND.

Governor of Minnesota—1899.

monwealth carried on on broad and intelligently moral lines. There is evidence of a large interest in social questions, in the relations of labor and capital, in municipal

government, in the purity of elections, and other similar subjects. These can only be touched upon. These conditions are perhaps, the natural results of the experiences of Minnesota; they certainly reflect a higher average of quality in population than exists in most Western states. In 1895 about one-third of the population of the state was foreign born. But Minnesota has been fortunate in attracting largely a class of immigrants readily assimilated and ready to adopt American customs and ideas. The state has never been troubled with large communities which insisted upon preserving their old country customs and languages.

It is, of course, impossible to quite separate these higher conditions from the more material. They affect each other too nearly. The natural resources and material prosperity of the state have attracted the more intelligent immigration; the character of the immigrants has aided in developing the wealth of the state. Population increase in Minnesota has been relatively enormous. Commencing with 6,000 people in 1850, succeeding counts have shown, in 1860, 172,000; in 1870, 439,000; in 1880, 780,000; and in 1890, 1,301,000. Each decade has excelled its predecessor in actual growth. From 1850 to 1860 the increase was 165,000; from 1860 to 1870, 267,000; from 1870 to 1880, 341,000; and from 1880 to 1890, 521,000. As the growth between 1890 and 1895, as shown by the state census of the latter year, indicated a still larger rate of increase, it is fair to assume that the census of 1900 will give Minnesota very nearly 2,000,000 population.

But with two millions of people Minnesota would have but twenty-four to the square mile, as against 278 in Massachu-

setts, ninety in Ohio and sixty-eight in Illinois. If peopled as densely as Ohio Minnesota would have about 7,500,000 inhabitants; and the land, acre for acre, is quite as well adapted to the support of population. Climate and prosperity are other conditions which will lead to increasing growth. An unusually low percentage of crop failures and four healthful seasons each year are attractive to farmers. Business conditions giving unusual opportunities for the investment of capital must continue to build up the cities of the state. Many facts in the record of the advance of Minnesota's commercial affairs are suggestive and interesting; some of them are referred to in a supplementary chapter. The conditions at the close of 1899 are most gratifying. The reverses of 1893 worked to clarify the commercial atmosphere. Unsound ventures were weeded out, better methods were adopted. The commercial interests of the state are now on a sound and substantial basis. Inflated values have been eliminated from real estate, and wild speculation discouraged. Mortgage indebtedness in city and country has been much reduced. All conditions encourage increased operations in established business and invite new enterprises.

The state of Minnesota enters on a new half century with the brightest promise. The people of the North Star State are warranted in looking forward to a large material development and great progress in the higher life. They might re-adopt, for use during the remainder of the state's first century, the old territorial motto, "*Quae sursum volo videre*"—literally, "I wish to see what is above"—or, freely translated in the spirit of the pioneers who adopted it, "I look for higher things."



Minnesota's Commercial Progress During Fifty Years.

Fifty years is but a short time in which to build up a great commercial system. When one sees the great warehouses of St. Paul, Minneapolis and Duluth crowded with merchandise and teeming with activity; when the map of the state, gridironed with railroads, is opened; when the port of Duluth is visited and its great lake commerce seen; when the grand totals of manufacturing and commerce in the state are footed up;—when all this is considered, as it is in the year 1899, it is difficult to realize that half a century ago Minnesota was a wilderness, that not a railroad had reached its borders, that manufacturing was unknown, and that even the growing of crops for export had not commenced. When Minnesota became a territory in 1840, the only settlements were about the present sites of Minneapolis and St. Paul and along the St. Croix. West of the Mississippi extended an unbroken reach of forest and prairie—beautiful and productive even as it is now—but then inhabited only by savages. Such trade as was to be found was handled in a rude way in the villages of St. Paul and St. Anthony. It consisted largely of traffic with the Indians. The furs thus secured went down the river on steamboats which brought to the frontier villages such necessities and luxuries as could be afforded by the hardy pioneers. In place of the great railway lines which now distribute goods to every corner of the state, the famous Red River carts were dragged with much toil over woods and prairies, the journey from St. Anthony to the Red river and return occupying most of the season.

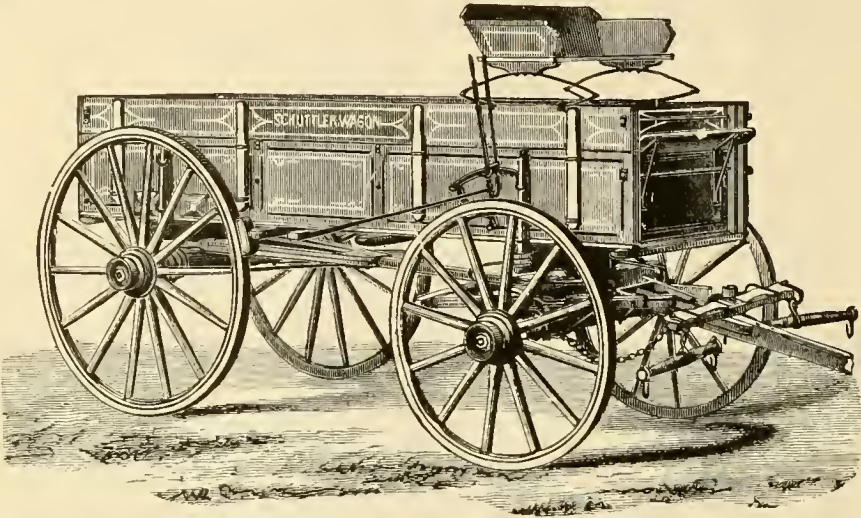
The census of 1850 showed a population of only 6,077 people. Then came a rush of immigration. Steamboats pushed up the Minnesota valley, and settlements sprung into being. Along the Mississippi towns were established, both above and below the original settlements at St. Paul and

St. Anthony. But until war times the only means of transporting freight in quantities was by steamer. After the war came the railroad era, and then were laid the foundations of the great commercial structures of today. With means of transportation to the interior, immigration flourished. The production of wheat made possible the milling industry; the demand for building material gave the lumbering business an impetus; while the demands of the rapidly increasing population opened the way for wholesale trade in all lines. Fully a quarter of a million of people were found to be in the state when the census of 1865 was taken.

But two things were still wanting. Their absence was not generally realized as a hindrance to the commercial development of the state; but when they came they were recognized as exercising a most powerful influence. In the seventies they came—the self-binding harvester and the roller process for making flour. Supplemented by the ever-increasing transportation facilities, these two things made it possible for the northwestern farmer to compete with the world in supplying breadstuffs. Within ten years the two Dakotas had added hundreds of thousands to their population and Minnesota had filled up with people. It was at this time—generally speaking, from 1875 to 1885—that the great wholesale trade of the commercial centers of the state advanced to metropolitan proportions; that the great manufacturing industries which have made Minnesota famous the world over, reached pre-eminence; that commerce and trade began to be counted as prominent parts of the life of a state which had before been looked upon only as a promising agricultural possibility.

French and English traders invaded Minnesota during the last century. When

THE OLD RELIABLE Peter Schuttler Wagon.



FOR FIFTY-SIX YEARS it has led them all. The only large wagon manufacturers in America who make their own hubs, spokes, felloes, bolts, rivets, and all other parts from the raw material. All wood stock carried from three to five years, and thoroughly air seasoned before using. Sold by

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Lieut. Pike came out in 1805 to explore the country after the Louisiana purchase, he found J. B. Faribault, Fraser and Murdoch Cameron, Pierre Roscan, Joseph Renville, Porlier, Robert Dickson, Grant and Hugh McGillis. McGillis was the district superintendent or manager for the Northwest Company, and most of the others mentioned were in his employ. The trade of this time was all barter—the purchase of furs by means of supplies and trinkets, which were highly valued by the ignorant savages. To some extent American traders superceded the French and English after Pike's visit, but for a long time there was much friction between the rival frontier business men. Trade took on no more settled aspect until 1834, when Henry H. Sibley came to Mendota as the representative of the American Fur Company, in which he was a partner. He erected the first permanent warehouse for the transaction of mercantile business in what is now Minnesota, and may justly be styled the first business man of Minnesota. His old stone warehouse at Mendota remained for many years the monument of the beginning of regular commercial transactions in this state.

For some time after St. Paul had been settled in 1838 the people were obliged to go to Mendota for their supplies. In 1842 Henry Jackson arrived and opened the first store in St. Paul. R. W. Mortimer became a merchant of the coming capital, and Daniel Hopkins opened a store at Red Rock in the same year. The next St. Paul merchant was James W. Simpson, who opened a store where the Union block now stands, in 1843. William Hartshorn arrived during the same year, and formed a partnership with Henry Jackson—the first mercantile alliance of this sort in Minnesota. But the partnership did not last long; in 1845 Mr. Hartshorn opened up an establishment on his own account, which subsequently passed into the hands of Freeman, Larpenteur & Co. and later to John & Wm. H. Randall. A. L. Larpenteur had been a clerk for both Jackson and Hartshorn. He afterwards engaged in business on his own account and became one of the most prominent merchants of St. Paul in the territorial days. Louis Robert arrived and opened a store in 1844. In 1845 about 35 families were settled in and about the village, but these could not support the five stores which, by that time, were in operation; most of the trade was

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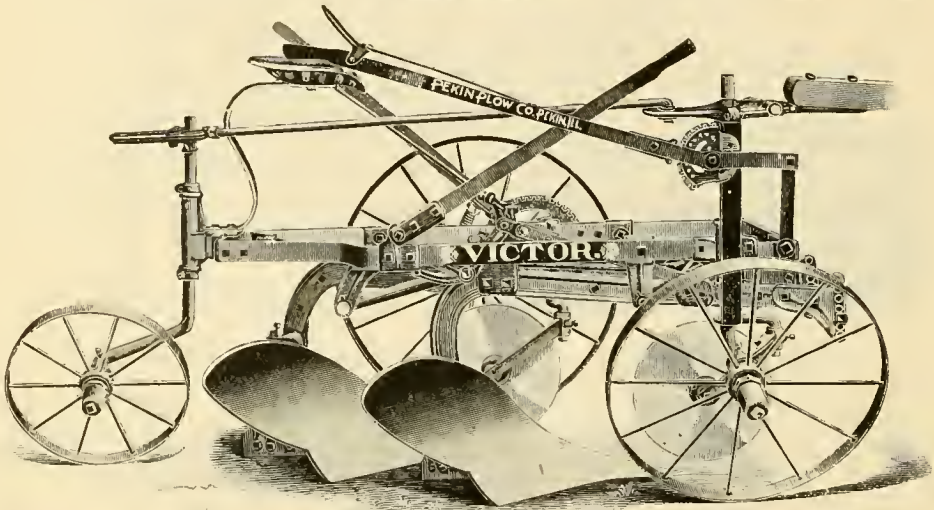
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Bicycles for old
and young—all
sizes—rich and
poor—all grades.



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This plow is **strong**; has extra heavy landsides, $2\frac{1}{2}$ beams. Is **light draught**; has high wheels and the right shaped mouldboards. A **boy** can operate it; has springs to help lift, and a foot lever to drop the bottoms. Turns a **square corner properly**; has peculiar shaped slots in castings that connect the rod with front and rear furrow wheels, so that the tongue controlling them does not affect the rear wheel until **after** the front wheel has made the turn. Has **relief spring** to take off the jolt when wheel passes over obstructions. **Begins plowing the instant bottoms strike the soil; does not drag an inch.**

If our goods
are not
represented
in your
town

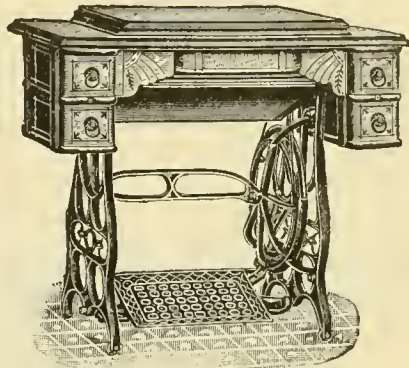


kindly write
us, giving
the name
of your
dealer.

with the Indians and fur traders. Each merchant carried a general stock of goods, in which liquor played a prominent part; specializing had not been thought of. But it was at hand; Charles Cavileer embarked in the saddlery business in 1845, and afterwards joined with Dr. Dewey in the drug business, opening the first Minnesota drug store. William H. Randall, referred to above as a successor of Larpenieur, reached St. Paul in 1846, and was, perhaps, the most prominent merchant in the city until the crash of 1857. It was he who built the old stone warehouse on the levee, which was regarded as a model of mercantile architecture in those days.

Up to this time all that there was of Minneapolis was a group of houses on the east side. The place was known as St. Anthony, but until 1847 it was not of enough importance to have a store. In that year R. P. Russell commenced business, and became the pioneer merchant of the coming city. The second store was opened in 1849 by William R. Marshall, afterwards governor of Minnesota. During the same year John G. Lennon opened a branch of P. Choteau & Co. Two years later Franklin Steele and John H. Stevens, under the firm name of John H. Stevens & Co., opened the fourth commercial estab-

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*Have Ball Bearing Stand,
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Material throughout.*

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FARWELL, OZMUN, KIRK & CO.
ST. PAUL.



**EAT
HOME BRAND
FOODS**

**THEY ALL WANT THEM
GET IN LINE**

**AT GRIGGS COOPER & CO
ST. PAUL MINN.**

242 - 262 EAST 3rd ST.

lishment. Among the other pioneer business men were J. P. Wilson, R. P. Upton and E. & S. W. Case.

On the west side the first store was opened in 1853 by Thomas Chambers. It occupied a building owned by Col. Stevens on Bridge Square. Col. Stevens platted his farm in the next year, and commenced to sell and give away business lots, and during that season nine stores were started in Minneapolis. E. H. Davis and John Califf opened the first hardware store; a carriage factory was started by James F. Bradley; John M. Anderson opened the first book store; A. K. Hartwell, the first insurance agency; George N. Proper and Carlos Wilcox, the first real estate and loan business, and Mrs. A. Morrison, the first millinery store. There were seventeen stores in Minneapolis in 1855; in 1857 there were forty-two.

Meanwhile St. Paul had been making greater progress. It was the older and more important town. It is recorded that in 1849 the mercantile business of the place amounted to \$131,000. The first exclusive hardware store in Minnesota was opened this year, and from that time on the general stores of the pioneers began to give way

before those devoted to a single line of business. In this change toward more modern practices the Indian supply stores were not included. They continued, as they had from the beginning, to handle all kinds of goods suited to the traffic with the red men, and were a prominent feature of St. Paul and St. Anthony mercantile life until after the war. With their occupation gone, through the advent of civilization and the departure of the Indians, they gradually disappeared.

The first business directory issued in St. Paul, in 1850, showed sixteen merchants,

tiersman eked out his living by taking game. St. Paul became the center of the fur trade of Minnesota and parts of Dakota and Wisconsin, as well as the market for the buffalo skins taken on the north-western prairies. The work of extermination went on apace, and as it progressed the fur trade increased. An old record places the volume of the St. Paul fur business at \$1,500 in 1844, \$15,000 in 1850, \$40,000 in 1855, \$182,491 in 1857, \$186,000 in 1860, \$202,000 in 1862, and \$250,000 in 1863. St. Paul was for a long time one of the leading fur markets in America.

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MINNEAPOLIS, MINNESOTA.

three tailors, one shoemaker, two blacksmiths, three bakers, a harness maker, a silversmith, a gun maker and a tinner.

With the early fifties a branch of trade which was for a long time one of the chief sources of wealth of St. Paul and St. Anthony, began to develop. From the earliest times there had been a large traffic with the Indians in furs, but as the country filled up, and settlers became scattered over the entire region, the output of furs was enormously increased. Every fron-

Until 1857 the business of the two cities continued to grow and prosper; but it was still the retail trade of frontier towns. When the business directory of that year was published St. Paul counted 158 business houses. Minneapolis and St. Anthony were much behind this, but were thriving business places. Then came the crash, and in the panic most of the business houses in the three towns closed their doors. Some of the suspensions were permanent; others were but temporary, and after a hard struggle, the proprietors resumed business.

BEMIS
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BAG
CO.



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Fourth Street
South.

Minneapolis,
Minn.

The panic of '57, however, hastened on the development of the wholesale trade of the young cities. It had been the custom among the country merchants to buy their stocks in the east, but the curtailment of credits incident to the panic stopped much of this and they were forced to seek supplies in St. Paul and St. Anthony. They would come in and buy in small lots for cash. The city merchants were not slow to take advantage of the situation by providing themselves as well as possible for this unexpected addition to their business. Once started, the idea of

this is also in the hardware line, and traces its origin back to the retail hardware business founded by Gov. John S. Pillsbury in 1855. Thus the two oldest wholesale hardware establishments in the state were founded by men who afterwards became governors. After Gov. Pillsbury's withdrawal from the concern it changed several times, and at last became widely known as Janney, Semple & Co. Nicols & Dean have maintained the same name since 1860.

Kelly & Brother began business in the retail grocery line in Minneapolis in 1858.

T. L. BLOOD & CO.'s

READY MIXED

HOUSE, BARN, FLOOR
AND CARRIAGE

PAINTS

LOOK AND WEAR BEST!

SOLD IN EVERY TOWN.

ST. PAUL, - - MINNESOTA.

obtaining goods within the borders of the state easily became a fixed one, and in a few years the foundations of the great jobbing business in the Twin Cities were firmly laid.

Under these rapid changes in conditions some of the old retail houses round themselves unexpectedly launched on the sea of jobbing. The old concern established in St. Paul by Gov. Marshall, and which became in 1855, Nicols & Berkey, grew into the wholesale hardware house of Nicols & Dean. Oddly enough the oldest establishment in the jobbing trade in Minneapo-

lis in 1864 P. H. Kelly withdrew and entered a grocery house in St. Paul, while Anthony continued in Minneapolis, building up a large jobbing business. John Dunham entered the grocery business in Minneapolis in the later fifties, and from this small beginning grew the large concern of which he is still the head. When P. H. Kelly went to St. Paul he became partner in the firm of Beaupre & Kelly, which succeeded Temple & Beaupre, a concern dating back to 1855. The firm subsequently became P. H. Kelly & Co., under which name it was long known in the northwestern jobbing

JOSEPH McKIBBIN.

HENRY HASENWINKLE.

ARTHUR B. DRISCOLL.

WILLIAM A. DORSEY.

McKIBBIN & CO.,

Makers and Jobbers of

Hats, Gloves and Furs.

NONE BETTER MADE.

ASK YOUR DEALER FOR McKIBBIN'S GOODS.

ST. PAUL, - - MINNESOTA.

trade. P. F. McQuillan founded a grocery establishment in 1858 in St. Paul, and in 1864 was joined by J. H. Allen, whose name has remained in the establishment to this day. Cheritree & Farwell established in St. Paul in 1859, laid the foundations for the firm of Farwell, Ozmun, Kirk & Co. A business established in 1860 by C. D. Strong, has now become the C. W. Hackett Hardware Company. Justus & Forepaugh became retail dry goods merchants in St. Paul in 1857, and the house has continued to the present time, and is now Finch, VanSlyck, Young & Co.

These are but the pioneers. It is obviously impossible within the limits of this sketch to trace the foundation of all the wholesale establishments of the state. Those which have been mentioned are the principal ones which can trace their genealogy back to the days before the war. After the war wholesale trade developed rapidly, but it was for a time limited by the lack of shipping facilities, and the absence of consuming population. In these days when vast quantities of goods are shipped from Minnesota jobbing houses into a dozen western states, it is difficult to realize that thirty years ago there was practically no population west of central Minnesota.

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The "CLIPPER" can be loaded with a spool of continuous film for 24 or 48 or 100 4x5 exposures. By turning the key the film is automatically cut off at the end of each exposure and brings into position for exposure another section. Snap the shutter and turn the key is all the operation necessary and is repeated for any number of exposures.

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ONLY STOCK in the NORTHWEST

and no railroads extending more than a hundred miles towards what is now one of the richest farming countries in the world. But the population came in in great volume, and within ten years after the end of the war the wholesale business of the trade centers of Minnesota had well developed. Nearly all the larger houses now doing business in Minneapolis and St. Paul were founded during or before the seventies.

At first, as has been indicated, only the old staple lines of trade were represented in the jobbing business. Groceries and hardware were about the only things which it would pay to wholesale in the early times; though, of course, these names were made to cover a much wider and more general classification of merchandise than at present. Dry goods became the next specialty—it is odd to speak of dry goods as a specialty in jobbing—and drugs, liquors, implements, paper, glass and a dozen other lines followed in quick succession. The wholesale business of the state now includes not only houses in all these old lines, but concerns which handle exclusively a score or more of classes of merchandise not thought of as possible in that connection a few decades back.

Boots and shoes, rubber goods, furniture, millinery, spices, harness, electrical goods, confectionery, building materials, plumbers' supplies, printers' supplies, mantels and grates, office fixtures, bank fixtures, bar fixtures, coal, cigars and tobacco, crockery and glass ware, paints and oils, jewelry, photographers' supplies, woodenware, scales, railroad supplies, hats and caps, furs, woolens, notions, furnishing goods, silks, heavy hardware, wall paper, window shades, seeds, stationery, clothing, fish, meats—these and more are the special lines of jobbing, to say nothing of the

in 1890 \$135,000,000. The use of such estimates has been very largely discontinued of recent years, the jobbers themselves ordinarily being the first to pronounce them very uncertain aggregations of figures. In the nature of things, it is almost impossible to arrive at accurate conclusions as to the volume of business which is so intermingled with other classes of trade, and regarding which no official returns are demanded by the government.

Manufacturing in the state dates from

Cheap Farm Lands!

ON THE "SOO" RAILWAY IN WISCONSIN.



A DAIRY AND STRAWBERRY FARM IN CHIPPEWA COUNTY, WIS.

Fine hardwood farming lands, with rich soil, clay subsoil, near stations, at **\$4.00 TO \$6.00 PER ACRE** on easy payments.

A NATURAL STOCK AND DAIRY COUNTRY.

For clover and grasses this region is not excelled anywhere. An abundance of pure soft water, and a healthful climate. Lowest fares to land seekers. For free descriptive maps write to

D. W. CASSEDAY, LAND COM'R "SOO" RAILWAY MINNEAPOLIS, MINN.

wholesale handling of grain and flour, butter, apples, potatoes, and other produce. Enormous quantities of fruit are jobbed in Minneapolis and St. Paul.

The money volume of the wholesale trade in Minnesota is a matter of conjecture. Many estimates have been made, but all are more or less unsatisfactory. In 1880 it was claimed that the jobbing business of St. Paul aggregated \$40,000,000, and two years later that it had increased to \$62,000,000. In 1898 it was claimed to be \$165,000,000. Minneapolis in 1880 claimed \$24,000,000, in 1885 \$61,000,000, and

the erection of the government mill at the falls of St. Anthony in 1821. This, however, was so crude a form of production and the trifling output being put to no commercial uses, it is more exact to say that manufacturing in Minnesota began with the completion of a saw mill at Marine, on the St. Croix in 1839. It was entirely natural that lumber manufacturing should be the first to take root in Minnesota. The pine forests in those days extended almost to the doors of St. Anthony, and there was an immediate and imperative demand for lumber for building. Agri-

culture had not developed to any appreciable extent, and there were practically no products of field or pasture to supply the raw materials for the industries which now employ the energies of a large population. Lumber was the obvious thing to make first; and the pioneers set about making it with characteristic energy.

The saw mill at Marine commenced to saw lumber on August 24, 1839. Another mill was built at St. Croix Falls about the same time, and in 1843 a saw mill was begun at Stillwater. The industry was well established on the St. Croix river be-

lowing year, when S. W. Farnham started up this primitive lumber producer. The mill was equipped with a single, old-fashioned sash saw, and could cut about 4,000 feet in twelve hours. The first saw mill to be built west of the river was that of Simon Stevens at the outlet of Lake Minnetonka, constructed in 1852. Ard. Godfrey, who came out from Maine to build Mr. Steele's mill, settled at the present site of the soldiers' home, and in 1853 built a saw mill near the mouth of Minnehaha creek. In 1850 a saw mill operated by steam power was completed at St. Paul. The first

FINCH, VAN SLYCK, YOUNG & CO., SAINT PAUL.

LADIES & GENTS FURNISHING GOODS.



WHOLESALE DRY GOODS & CARPETS.

fore anything was done at St. Anthony. The famous Joseph R. Brown, who settled at Stillwater, was the first man in Minnesota to raft lumber. The lumbering industry in Minnesota thus antedates the formation of government by ten years, and has been carried on without break for sixty years.

Franklin Steele had a hand in the St. Croix Falls mill, but soon left that section to establish himself at St. Anthony, where he had taken a claim. In 1847 he commenced the erection of a saw mill, and the lumbering industry which has made Minneapolis noted, commenced in the fol-

lowing year, when S. W. Farnham started up this primitive lumber producer. The mill was equipped with a single, old-fashioned sash saw, and could cut about 4,000 feet in twelve hours.

From these modest beginnings the lumbering business of Minnesota grew until it has now reached probably its maximum. With the exhaustion of the forests of Michigan and Wisconsin, the supplying of white pine has come to devolve upon Minnesota. As the Michigan lumbering cities reached their limits and disappeared from the sawing industry many of the prominent lumbermen moved to Minnesota. Some settled at Minneapolis, others at Winona, on the St. Croix, at Duluth, Cloquet, and interior points. Wis-

consin was at first a strong competitor, but its timber is now practically gone, and Minnesota remains almost alone in the field. And already the pine trees of this state have been, it might almost be said, counted and the lumbermen, looking forward to the extinction of the industry, are planning to move on the great forests of the Pacific slope. A good authority places the standing pine in Minnesota in 1899 at seven billion feet. Of this about one and one-half billion were to be cut this winter—a striking way of stating that the industry is reaching its end. The lumber produced in Minnesota has grown from the few thousand feet cut by the St. Croix mills in 1839 to a total of 1,630,000,000 feet in 1898—an amount which was considerably exceeded in 1899.

Like the lumbering industry, flour milling in Minnesota had its beginnings in the old government mill at the Falls of St. Anthony, but unlike the picturesque operations of felling the pine forests and converting them into lumber, the flour making business has been quite dry and prosaic. It was destined, however, to ear-

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ry the fame of Minnesota over the whole civilized world, and to play a much more important part than lumbering in the development of the state. When the last log shall have been sawed, and the hum of the saw mills forever stopped, the flour milling business of Minnesota will be still going on—the leading manufacturing industry of the northwest.

For nearly thirty years the garrison of Fort Snelling ground more or less flour and corn meal in the original mill. In 1849 it passed into the hands of Robert Smith, a congressman from Illinois. Calvin Tuttle, one of the St. Anthony pioneers, operated the mill under a lease from Mr. Smith, from 1850, for several years, and its site was finally occupied in 1859 by the Cataract mill. Meanwhile R. C. Rogers had established a small mill on the east side, in 1851, and in 1854 the first merchant flour mill in Minnesota was erected by John Rollins, John Eastman and R. P. Upton. It was a three run mill. This mill was a little in advance of the resources of the farmers of Minnesota, and for the first two years the wheat must needs be imported from Iowa and Wisconsin. Not until 1859 was the first shipment of Minnesota flour made to the east.

A group of small mills grew up on Hennepin island during the fifties, but it was not until after the war that mill building commenced in earnest, and then for the first time appeared the names of the men who have been later associated with the great rise in milling. Washburn, Pillsbury, Christian, Crosby, Dunwoody began to be known as the names of leaders in the milling world. About 1872 the middlings purifier was developed, and a few years later the milling of wheat was revolutionized by the Hungarian roller process. Both improvements were invented, or adapted, by the genius of Minneapolis millers. From this time the rise of milling was rapid and its future secure. Railroads had already opened the western part of the state and the rich plains of Dakota, and northern hard spring wheat was acquiring a reputation the world over. Exporting was commenced with many difficulties in 1878, but in a few years the product of the Minneapolis mills was established in reputation in the leading foreign markets. From 109,183 barrels exported in '78, the Minneapolis mills alone developed their export trade to 4,000,000 barrels, in round numbers, in 1898. The output of the Minneapolis mills increased from 940,000 barrels in 1878 to over 15,000,000, as is estimated for the year 1899.

While Minneapolis became, by virtue of priority and peculiar advantages, the leader in the flour industry of the state, other cities and towns were not idle. A notable group of mills was established at Duluth. Fergus Falls developed a fine milling industry, New Ulm early took a prominent part in the business, while Hastings, Cannon Falls, Red Wing, Stillwater, Winona, St. Cloud, Faribault, Red Lake Falls, Montevideo, Mankato, Shakopee, Lanesboro, Austin, Sleepy Eye, Houston, Northfield, Little Falls, and other of the smaller cities of the state have excellent mills of good capacity. The total output of the state for 1899 is estimated at about 25,000,000 barrels.

Closely related to the milling business is the cooperage industry, which has grown up side by side with the greater line, and has developed as it has developed. The unusually large demands for barrels in Minneapolis made it possible to establish the industry on a unique basis, and gave to the world one of the few successful examples of co-operation in America.

In the pioneer days flour and lumber were the only manufactures of any impor-

tance; but the foundations were being prepared for other large and successful manufacturing undertakings. For instance J. H. Schurmeier established himself in 1852 as a wheelwright in St. Paul; the business has now grown to be almost national in extent. Orin Rogers built a furniture factory in 1854 in St. Anthony, which has continued to the present time, and is now the Barnard factory of Minneapolis. This modest shop was the beginning of the furniture manufacturing industry of Minnesota, which now represents millions of capital and annual production. Mr. Rogers also figured as the pioneer of the sash, door and blind manufacturing of the state. In the same year in which he started his furniture shop he commenced in a small way to make sash and doors. Next year a regular factory was erected. After varied experiences this building became the east side pumping house of the Minneapolis water works. In the same line a mill was established in 1857 by a Mr. Morey, which was the commencement of the business now conducted by Smith & Wyman. Other mills followed in Minneapolis and St. Paul, and with the factories which have grown up in the other cities of the state, the sash and door industry has taken a most conspicuous place.

But to trace even the beginnings of all the manufacturing branches in Minnesota is out of the question in this brief chapter. Some of the older and more interesting should be mentioned, however. Conrad Gotzian commenced the manufacture of shoes in St. Paul in 1859; soap was manufactured in St. Paul in 1856, and has been continued without intermission by the same establishment; E. Broad commenced to make edge tools at St. Anthony in 1855, and was the forerunner of the enormous metal working industries of the state, which in their ramifications include everything, from a simple bolt to complicated engines and machinery, or the entire plant for a smelting works. S. T. Ferguson established plow works at Minneapolis in 1860, and thus commenced the extensive farm implement and machinery manufacturing business of Minnesota. Paper manufacture came in in 1859. For many years it made moderate progress, but the presence within the state of the largest supplies of standing spruce in the country suggest that the business has yet to see its grandest development. The discovery of iron ore of high grade leads to the expectation of the development of iron furnaces at Duluth, where a ship



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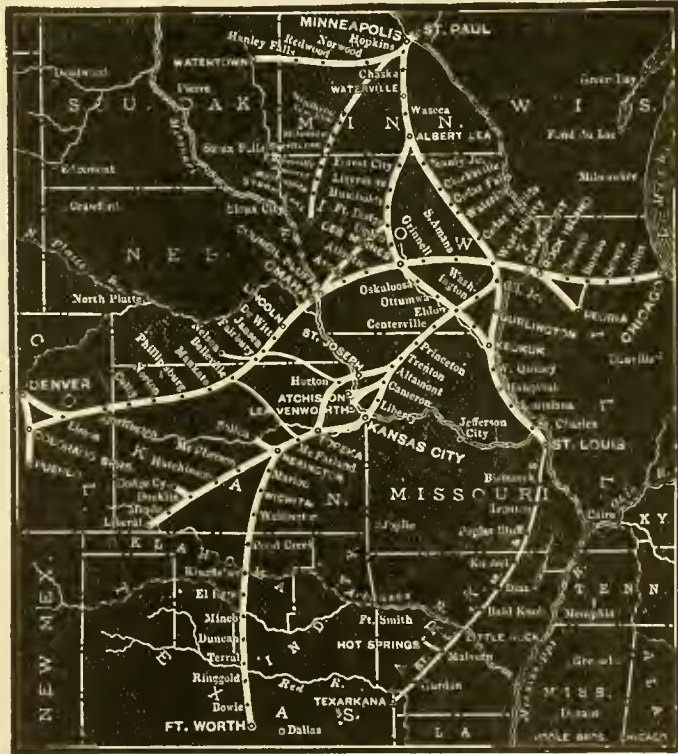
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building industry has already grown up under the stimulus of the commerce of the great lakes. In late years various lines of manufacture have developed in response to modern conditions. Instances are the beet sugar manufacture, the making of creamery supplies, the construction of electrical machinery. While the list of Minnesota manufactures is so long as to seem to leave nothing out, there remain many industries which are not represented and to which the state is admirably adapted.

In 1860 it was reported that Minnesota had 562 manufacturing establishments, with an invested capital of \$2,388,310. The census of 1870 announced 2,270 establishments with a capital of about \$12,000,000 and a product worth over \$23,000,000. In 1880 the census credited the state with 3,493 manufacturing places, utilizing a capital of \$31,000,000 and turning out \$76,000,000 worth of goods; while in 1890 there

first wheat shipped out of Minnesota was in 1857, and that it was raised near Le Sueur. Two years afterwards there were 2,000 bushels of wheat sent from that vicinity by barge direct to St. Louis. All wheat at this time was shipped in sacks. Most of it went to LaCrosse or Prairie du Chien and from thence to Milwaukee. It must be remembered that the Minneapolis mills were still small affairs and could not attract wheat from the southern part of the state after the farmers began to harvest large crops, and they could not even buy all the wheat raised above Minneapolis. Mr. Hill tells of a shipment from St. Cloud—the first to be shipped from north of the Minnesota river—which came to Minneapolis by boat in 1864. It was contained in 150 bags and was hauled from Minneapolis to the St. Paul levee by teams. For a long time the center of the grain trade was at the South. Rochester was at one time the leading wheat market of the state, and after that Red Wing became the largest primary wheat market in the country. But the increase of milling at Minneapolis had its inevitable effect, and towards the latter part of the sixties the grain trade began to crystalize about the milling center.

Up to this time the mills had easily stored the wheat which they bought, and grain for trans-shipment was kept in bags; but the building of railroads made possible the handling of wheat in bulk, and grain elevators were wanted. To meet this demand W. W. Eastman, A. H. Wilder, Col. Merriam and D. C. Shepherd organized the Union Elevator Company in 1867 and built the old Union elevator at Washington and Ninth avenues south in Minneapolis. It had a capacity of 130,000 bushels. The Pacific elevator followed in 1868 and Elevator A in 1879 on the line of the Great Northern near Chestnut avenue. This last had a capacity of 780,000 bushels and was the largest elevator west of Chicago. From that time on the growth of the grain handling business was rapid. In 1871 there were nine firms engaged in the grain business at Minneapolis. Following the development of milling, of railroad facilities and the rush to Northwestern farming, these nine firms have increased to many hundreds in Minneapolis. Duluth and the other cities and towns of the state. Minneapolis grain elevators have increased from a capacity of 1,500,000 bushels in 1881 to 5,000,000 bushels in 1884, 12,500,000 in 1886, 15,415,000 in 1889, and about 29,000,000 bushels in 1899. The capacity for

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were summed up 7,595 establishments with \$127,000,000 capital and products worth \$192,000,000.

The development of the business of handling and trading in grain has been co-incident with that of milling; their stories are almost identical. As was stated in the description of the early days of milling, the first wheat for the Minneapolis mills came from Iowa or Illinois on river steamboats. It was handled in bags and came in very small quantities. It was regarded as a great event when 2,000 bushels arrived in one shipment in 1855. But in a very short time the direction of the wheat shipments was reversed. Mr. James J. Hill is authority for the statement that the

storage at Duluth and Superior has also reached enormous proportions. In addition to these terminal storage houses there are hundreds of small elevators along the railroad lines through the state. These are controlled by large corporations, in many cases, and operated in systems with headquarters in the cities.

Previous to 1870 Minneapolis was scarcely known among the grain markets of the country. But in 1876 her wheat receipts had passed 5,000,000 bushels; in 1880 they had reached 10,000,000 bushels; in 1890 45,000,000 bushels, and in 1898 77,-

186,470 bushels. Cheap water transportation attracted much of the grain for Eastern shipment and export to Duluth, and that city has developed an enormous trade in this line. The combined receipts of the ports of Duluth and Superior in 1891 were 40,000,000 bushels, and in 1898 reached 62,000,000 bushels.

Minnesota is the leading wheat state in the union, and the two Dakotas rank next, excepting Kansas. As Minneapolis and Duluth must continue to be the principal markets for these three great states, the

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159,980 bushels. Only twenty years ago Minneapolis was ninth among the primary wheat markets of the country; in 1881 she became third, and in 1885 took first place, outranking Chicago and New York. The city has since maintained the lead as the greatest primary wheat market in the world. With the first great rush of milling development in the seventies, Minneapolis for a time consumed most of the wheat received. But gradually a shipping business found its place, and from shipments of 133,600 bushels in 1880 grew to 12,000,000 bushels in 1890, reached as high as 21,000,000 in 1892, and in 1898 was 15,-

future of the grain trade of these centers is assured.

Transportation in the wilderness which is now Minnesota was conducted, previous to 1823, by means of canoes and bateaux. The arrival of the "Virginia" at Fort Snelling opened the era of steamboat traffic. It has continued with varying fortunes to the present day. Arrivals at Mendota in St. Paul were irregular until 1847, when the first steamboat company was organized and regular boats were put on between Mendota and Galena. Russell

Blakely, who afterwards became a prominent owner and a leader in the development of the transportation facilities of the state, was connected with this company. From that time until the opening of competing railroads the steamboat traffic was large and profitable. In 1855 there were 553 arrivals of steamers at St. Paul, and one packet company cleared \$100,000 net profits on the season's business. A steamer which cost \$20,000 cleared \$44,000; another which cost \$11,000 made a net income of \$30,000. In the spring of 1857 twenty-four steamers were tied up at the wharf at St. Paul at one time. The year 1858 saw 1,090 arrivals at St. Paul. Navigation of the Minnesota river was commenced in 1850 and continued to be a profitable business until the close of the war. The steamer "Governor Ramsey" was launched on the Mississippi river above Minneapolis in 1849, and from that date until the war there was a considerable business on the upper river. Steamboating was introduced on the Red river in 1858 by the building of the Anson Northrup.

Meantime another means of transportation was provided. The Red river carts had been in operation since 1843. They were rude vehicles of wood and traveled the unbroken prairies from St. Paul to Pembina. However, something more speedy was needed, and from the first wagon freighting, commenced in a regular fashion between St. Paul and St. Anthony in 1849, there arose a system of stages for passengers and freight wagons carrying all sorts of goods, which extended from St. Paul to the Red river, southwards through Minnesota and Iowa to Dubuque, and north to Duluth. J. C. Burbank, who was the most conspicuous figure in this early overland transportation system, established the first express service in the state in 1851. In the height of its prosperity the firm of Burbank, Blakely & Merriam operated routes covering 1,300 miles and employed over 200 men and 700 horses.

Railroads sounded the death knell of the staging business. As the iron horse pushed out from St. Paul during and after the war, his burden was for a time taken up at the ends of the rails and carried on to the more remote frontier by the stage lines. But in a short time the functions of the stages were completely usurped by the railroads.

The St. Paul & Pacific reached the Red River valley in 1870—; the Chicago line via Winona was opened in 1872; the Minnesota Central, giving access to the East,

had been opened a few years before; the Sioux City line was completed in 1872 and the St. Paul & Duluth in 1870. Since this first decade of railroad building in Minnesota the work of construction has been either filling in of details of the picture first roughly sketched or the carrying out of projects which had in only a small degree to do with the geographical limits of the state. The skeleton of the railroad map of the state was completed when the first line down the Mississippi toward Chicago, the southerly line through Owatonna, the line up the Minnesota valley, the line to the Red River at Fargo and the line to Duluth were marked out. These pioneer lines were determined before the panic of 1873. Then came a period of stagnation followed by another time of great activity which has only been interrupted by the depression of 1893. In 1870 there were 1,012 miles of railroad in the state: in 1880, 3,099; in 1890, 5,409; and in 1899, about 6,500 miles. The significant events in the railroad history have been the consolidation and absorption of the earlier lines by great corporations and the reaching out of the transcontinental lines from small beginnings as local roads. Of the latter class the Great Northern, originally a ten-mile track from St. Paul to Minneapolis and with a very uncertain future, has been the most conspicuous example. One of the most daring and at the same time successful schemes in railroad building ever carried out in the West was the building of the Minneapolis, St. Paul & Sault Ste. Marie railroad from Minneapolis to connect with the Canadian Pacific at Sault Ste. Marie. This line gave to Minnesota an Eastern outlet entirely independent of Chicago domination, and from the standpoint of commercial strategy, was the most important line of railroad ever projected in the state.

Reference to the transportation interests of the state is not complete without mention of the lake traffic from Duluth. Though entirely without the borders of the state, it plays a very large part in the commercial affairs of Minnesota. The lake route makes possible the cheap importation of goods from the Eastern cities and places the distributing centers of Minnesota on a par with Chicago in rates, while being 400 miles nearer the consumer of the Northwest. The lakes have given a means of shipping the flour, wheat, lumber and iron of Minnesota at such rates as have placed these great products of the state in the lead in the world's markets. It is now

1849



1899

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said that Duluth has a larger tonnage of water traffic than New York.

Although the existence of iron ore in Minnesota was known as early as 1850, no practical development of the ore bodies took place for thirty years, and it was not until 1884 that actual production commenced. This was on the Vermillion range, which for nearly ten years furnished all the ore shipped from the state. In the same year, 1884, the Duluth & Iron Range railroad was completed from Agate Bay to Vermillion lake and 62,124 tons of ore were shipped. The production on the Vermillion range constantly increased until 1892, when it had reached 1,167,650 tons. In this year a new factor in the iron industry made its appearance. Two years before the first important discovery of ore on the Mesaba range had been made. It was seen at once that these ores, easily mined and suited for bessemer steel production, were to take a conspicuous place in the iron producing world. New railroads were planned and shipments over them began in 1892, when 4,245 tons went out. The shipments grew to 1,788,447 tons in 1894, and in 1898 reached 4,613,766 tons. The total production of Minnesota iron mines in 1898 was 5,878,908 tons, and the aggregate production since iron mining commenced has reached about 35,000,000 tons. No development of iron mining operations recorded has ever equalled this. The remarkable character of the iron deposits on the Mesaba range—their nearness to the surface and the possibility of working them without blasting in some cases—has made their product the cheapest ore of its class in the market. As a consequence Mesaba ores are likely to be mined to the full capacity of the mines as long as the deposits exist—unless some more startling addition to the discovered ore deposits of the country should be made before that time. The development of the Minnesota iron mining industry has had a notable effect on the northern part of the state, bringing forward within ten years, to large importance, a section which had been thought to have little future beyond the extent of logging operations.

In the days before statehood the banking business of Minnesota was on a very uncertain basis. In the absence of a bank-

ing law a number of private banks were established at St. Paul, St. Anthony, Minneapolis and a few other places in the state during the early fifties. None of them had a fixed capital. They received deposits and issued exchange, and after a time tried a form of circulating currency, but, compared with the complete national and state supervision under law at the present time, the banking business of the territorial period was practically without responsibility and was extremely crude in all its operations. The first bank in St. Paul of which there is record was that established by Mackubin & Edgerton in 1854. Out of it grew the Second National. The National German-American traces its origin back to the firm of Meyer & Willius, founded in 1856, and the First National from J. E. & Horace Thompson, a firm established in 1859. S. W. Farnham and Samuel Tracy opened the first bank in St. Anthony in 1854. This institution went under in the panic of '57, but it paid in full. Other banks of that period were those of Orrin Curtis, B. D. Dorman, Graves, Towne & Co, and Richard Martin, all in St. Anthony, and Beede & Mendenhall, C. H. Pettit and Snyder & McFarlane in Minneapolis. Rufus J. Baldwin, D. C. Groh and Sidle, Wolford & Co, commenced business in 1857. Messrs. Mendenhall and Baldwin, in 1862, purchased the State Bank of Minnesota at Austin, and, removing it to Minneapolis, laid the foundations of the present Security Bank. Mr. Sidle converted his business into the "Minneapolis Bank," which afterwards became the First National Bank of Minneapolis.

At first there was no currency available, and an attempt was made to supply its place by introducing the issues of Indiana banks, but these notes became discredited and known as "Indiana wild cat." Another attempt was made by the issue of notes secured on the state railroad bond issues of 1858, but the failure of the railroad schemes and the repudiation of the bonds ruined the banks which tried this solution of the problem. City and county authorities at one time issued a scrip which served a purpose for a while. With the passing of the national bank law things took on a better aspect. The First National Bank of St. Paul was established in 1863 and the First National in Minneapolis in 1865. State laws were enacted under which there are now operating over 150 banks, about a dozen savings banks and eight trust companies. In 1878 a law

establishing the office of public examiner was passed. The banks, both city and country, were never in better condition than in 1899. Various financial storms have been weathered and the banking system put on a sound and eminently satisfactory basis.

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The commercial interests of Minnesota include many undertakings which may not be classified under the general divisions which have been enumerated. The immense retail establishments of the cities have grown up from the general trading stocks of the pioneer days—the natural evolution of the country store into the modern department store. Such impor-

tant adjuncts of the commercial system as the newspapers, hotels, telegraph and telephone companies, electric and gas lighting industries, the raising of flowers, seed and nursery farming, insurance writing, publishing, real estate dealing—these and others of like character belong to none of the larger divisions of the commercial body, but have played an important part in the commercial progress of the state and have developed in a manner commensurate with the general prosperity. The half century closes with few important lines of activity unrepresented in the commercial life of the state and with a condition of uniform prosperity which speaks eloquently of the solid foundations upon which the business structure of Minnesota is erected.





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